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TOPICS • OF • THE • DAY

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GOOD AND BAD EFFECTS OF THE WALL STREET SLUMP

THERE IS "PLENTY OF REAL TRAGEDY, stark disaster, with reserve funds for education, travel, insurance, recreation, and other basic family uses swept away," in the Wall Street crash, remarks a newspaper writer, but many financial experts see behind the storm-cloud such blessings as the release of the huge funds that have been tied up in speculation, now freed for use in productive enterprises, the cure of the speculative craze that turned America into a vast Monte Carlo, and the elimination of false values of securities which have been a danger hanging over the investment world for several years past. The essential soundness of business is emphasized everywhere.

The sad aspect is naturally the more obvious. It has been a matter of daily conversation everywhere these last few weeks. And yet it seems to *Barron's Weekly* that "only those with access to the books of big brokerage houses have any idea of the financial tragedies involved; the aftermath of five years of wild speculation presents a pitiful sight, and can mean only that buying power will be slow to recover." There are undoubtedly hundreds of thousands of little tragedies, the direct result of the market break, observes a *New York World* writer; and, he continues, the indirect results will be all the greater, "for those whose livelihood has been made from supplying the non-essentials to the American consuming public are now and will be the first to be rendered jobless." It seems to this writer, Mr. Courtenay Terrett, probable "that all those who have been making their living supplying wares and services which can be and will be dispensed with, will be affected in varying degree by the market's drop." Similarly noting the effect on the luxury trades, Charles F. Speare of the Consolidated Press says that the reduced profits in this direction "will tend to temper the buying capacity which comes from other groups, as the spirit of caution and disposition to save replaces a long period of adventurous operations with a spending mania."

Iron and steel producers, we read in *The Iron Trade Review*, "naturally are uneasy over the psychological effect of the shake-out and the certain consequent shrinkage in buying power." And among "the major consumers of steel, the automotive industry appears most exposed to the shock of stock-market losses, with the burden heaviest on the luxury cars," altho "with auto production now at bedrock, the immediate effect would more likely be deferment of resumption rather than further curtailment."

But the idea that the reflex effect of the stock-market break on business will be confined to the luxury trades seems absolutely

invalid to the *New York Journal of Commerce*. After suggesting that it is now difficult to say just what are "luxury trades" the *New York* daily proceeds with this analysis of the situation:

"It is reasonable to expect that the reflex effect of the stock-market collapse will be felt first in those lines in which the stock market has been chiefly relied upon for support. This would seem to include automobile, building, and public-utility construction, as essential elements. The stock-market collapse has brought money down with it, and so may exert a favorable influence upon those lines of business which have been hurt by high interest. More far-reaching, however, will be the opposite state of affairs produced by a changed condition of access to capital. Not a few companies and enterprises have actually been getting capital without paying a cent for it. They have been issuing inflated common stocks, subject to no dividend agreements, and quite obviously in such quantities that no dividends could be expected for a long time, if ever. These concerns will have to get along with less capital, or else pay for it at the ordinary rate. It is difficult to discern in this review of the situation any close relationship between the changed situation and the luxury trades.

"Looking at the matter from the standpoint of demand, the question is fairly asked whether altered conditions in the stock market will alter buying power. Undoubtedly they will. Many persons in many parts of the country have formed the habit of relying upon stock-market earnings or profits for surplus spending money. What have they spent this money for? Certainly not for any one thing, or even for a few things. It has been widely distributed over the entire field of food, clothing, shelter, and travel.

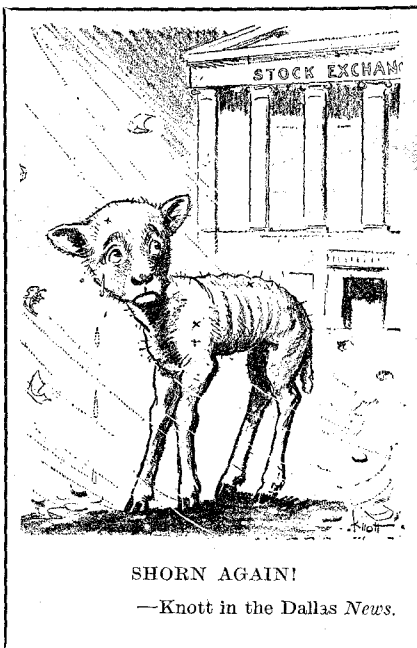
The suspension of such demand will necessarily cut off some elements of sales—a fact already noticeable during the past few months, owing to the circumstance that advance in the price of stocks had been limited to so small a number of issues within that time.

"Finally, it is fair to inquire whether the effect of throwing a man out of work in a luxury trade (whatever that may be) is any different than its influence in throwing him out of employment in some other occupation. If carpenters and plasterers, who might otherwise have built an elaborate club-house, are thrown out of employment, the effect on the building trade is about the same as if they had been dropt owing to the suspension of work on a factory. Their purchases of food, clothing, and the like, are reduced about as much in the one case as they are in the other.

"The collapse in the stock market has to be paid for, and as usual will be paid for by the business man and the consumer. There is no small area of luxury trades or 'speculative interests' within which the results can be strictly confined."

A conservative estimate of the effect of the stock-market break on business is made by the Guaranty Trust Company of New York in its *Guaranty Survey*:

"Both by curtailing purchasing power and by impairing the confidence of consumers and business men alike, a severe reaction



in stock prices has an unfavorable influence on general trade. This influence acts first on the market for luxuries; then, if the effects are sufficiently marked, business in other commodities is also restricted.

"It is to be expected, therefore, that industrial and commercial



activity will be affected to some extent by the decline in stock prices, and that the effect will be more pronounced than is warranted by the cause. But the experience of recent years justifies the hope that any recession resulting from the action of the stock market will not be violent or of long duration."

After previous collapses of the sort experienced in Wall Street, trade and industry have suffered a setback. Will this be the case now, wonders the *New York World*. First admitting that some recession in business activity is likely to follow the sudden termination of the prolonged bull market, *The World* proceeds with this optimistic argument:

"At the same time there is nothing in the general situation to suggest more than a slight retardation of activity. General business is singularly free from the ailments which have afflicted the stock market.

"The boom in stocks may have stimulated business to some extent by stirring up the spirit of enterprise, but it has also hurt it by forcing up interest rates. The building industry and the real-estate business have both suffered from the high cost of capital. The release of funds which have been "frozen" in the security markets should help these and all other lines of business whose prosperity is dependent upon an ample supply of credit. Whatever adverse effects may follow the recent events in Wall Street should thus be short-lived. They are merely the by-products of the country's return to the normal economic condition which is essential to healthy business and a firmly rooted prosperity."

And it seems significant to the *Chicago Journal of Commerce* that practically all the business news that appeared during the weeks of the stock-market collapse was favorable news. There were the extra dividend announcements by the Steel Corporation, American Can, and American Tobacco. According to one statistician, "no fewer than one hundred and seventy-nine improved dividend declarations were made in October, contrasted with only 133 a year ago, and 83 two years ago." The September Labor Department figures showed an improvement over those of the same month last year. It was announced a few days ago

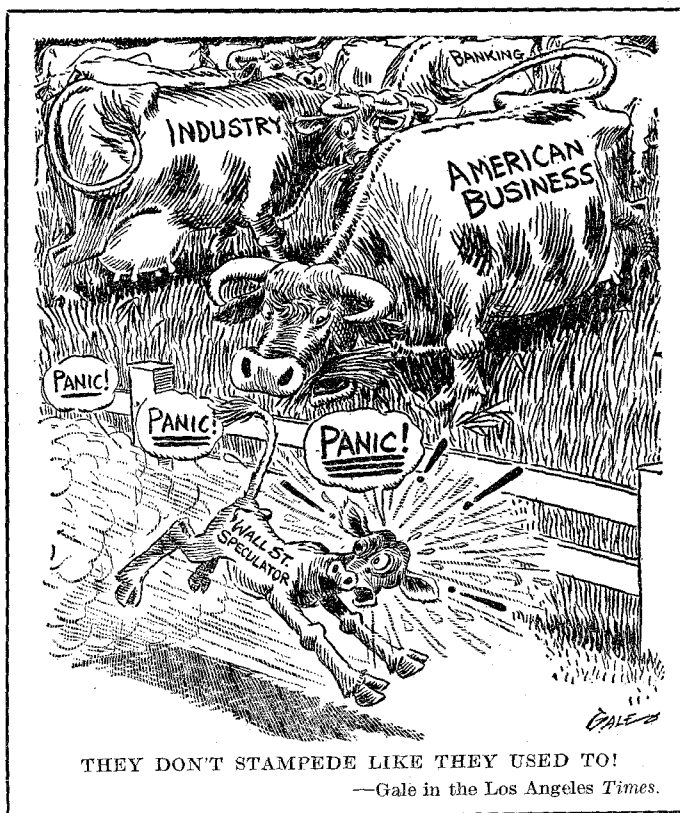
that the railroads are buying new freight-cars at a remarkable rate, contracts having been awarded so far this year for 82,835 cars, as compared with 39,379 for the entire year 1928. "The inherent soundness of the commercial situation, its resistance to severe shock, has been impressively demonstrated during the recent period of extreme financial stress," we read in *Dun's Review*, which continues:

"The striking events of the last fortnight not unnaturally have induced hesitation in business circles and have accentuated the recession of activity which had not illogically followed an era of unexampled expansion, but conditions still retain much of their previous stability, and several reassuring features have appeared. Highly satisfactory reports of earnings by the principal steel producer and some other corporate interests, altho reflecting past achievements, have been among the constructive factors, while declarations of extra dividends, the renewed increase in railroad freight traffic, and the reduced Federal Reserve bank-rate also have served to support confidence.

"The monthly insolvency record, issued at a time when statistical barometers have a new importance, is distinctly favorable, giving evidence, as it does, of a smaller mortality than was sustained in 1928."

Stock speculation in the past had a great deal of influence on business sentiment, but the National Industrial Conference Board argues that this is no longer true. It presents an impressive array of figures involving stock prices and various business factors which enable it to reach the conclusion that "the violent stock fluctuations during the present and past year have had little relation to business activity, the more so as business during that period has shown a hitherto unusual stability, and are thus far steadily increasing trend."

And then there is a large group of observers who insist, not merely that the stock-market crash will not hurt business, but that it will actually be beneficial. Editorials to this effect appear in daily newspapers like the *Chicago Journal of Commerce*, *Newark News*, *Boston Post*, *Washington Star*, and the weekly *Commercial and Financial Chronicle* and *New Republic*. It seems probable to a market writer in the *New York Times* that most experienced people believe to-day that the continuance of our prosperity is "in the long run best guaranteed by the bursting of a Wall Street bubble." Among outstanding benefits of the collapse of stock speculation, a writer on the market page of



The Times lists "reduced credit danger, easier money, fewer unsound merger and chain promotions, and more attention by business men to business itself instead of to the tape"—

"All these advantages are rated important, and particularly the substitution of business for stock-market interest. When the



business man is engaged in following security prices and not in planning what he can do to make his own operations more profitable, then his business is bound to suffer. The speculative mania has spread far and wide. More attention to business is quite likely to create more business."

And we read in *The Manufacturers Record* (Baltimore):

"This speculative mania has in many respects retarded business. The high rates of call-money kept municipalities from selling securities at a fair price, and thus delayed the building of water-works and sewerage systems and carrying out other improvements. This has had a serious effect on a great many lines of industry, especially on pig-iron and iron pipe and kindred interests. If the Wall Street collapse results in breaking down the exorbitant price of money and brings about a lower rate of interest, it may help to stimulate the industrial activities of the country."

What will come of the collapse, asks John F. Sinclair, in a North American Newspaper Alliance dispatch appearing in the *New York World*. He answers:

"It should mean a cheapening of money throughout the country, a loosening of the large volume of credit for expansion of business, which has been concentrating within the market.

"Europe sees the immediate prospect of cheap money, and plenty of it, and she is full of hope and optimism. A more prosperous Europe is just what the United States, as well as the rest of the world, needs. It means greater purchasing power and more prosperity. The crash will not injure business."

That "a business expansion of boom proportions may come in the sudden return of millions of dollars to the bond market to finance industry's requirements and enlargement" is a suggestion occurring to David Lawrence, and J. C. Royle, also of the Consolidated Press, feels that possibly because of the stock-market crash "the next twelve months may see expansion in some lines unparalleled in the world":

"Huge sums will be available at low rates of interest and the far-sighted executives of the nation show every indication of a determination to take advantage of it in building for the future.

"Huge projects have been held up because funds to finance them have not been available at reasonable interest charges. These now seem likely to be carried through, not to-day or to-morrow but in the near future, none the less. Financiers see in this present situation an opportunity such as faced the late E. H. Harriman when he took cheap money after the 1907 panic and made a railroad out of two streaks of rust which then was the Union Pacific. Most of the building which will be similarly developed now will probably be in the railroad, the telephone and telegraph, the electric power, the street railway, the gas and the highway fields, as well as in State and municipal improvement programs.

"This work in the construction industry, one of the key industries of the country, which require huge supplies of both raw and manufactured materials, may involve the expenditure of five billion dollars in the next year that otherwise might not be expended in industry."

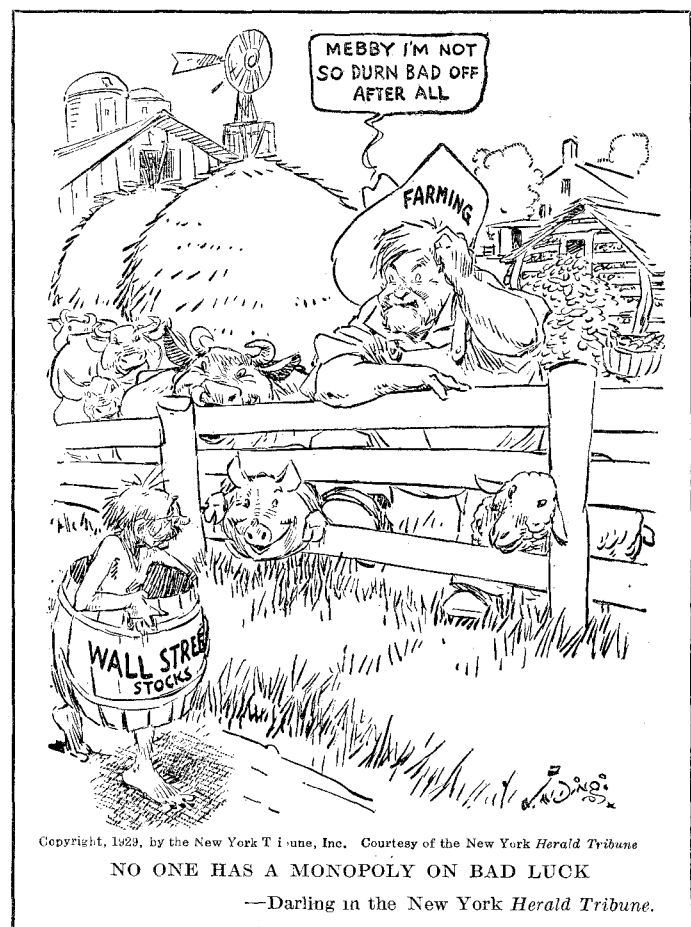
All the deductions made by political writers about last week's off-year elections are infinitely less important in the minds of politicians than the question what will be the state of business when next year's elections are held, writes Mark Sullivan in the *New York Herald Tribune*. He continues:

"Among Republicans the confidence is complete that business next year will be good. This confidence emerges from two sources. It comes from the assurance of business leaders, and others best equipped to know, that there will not be in general business any recession of a kind strongly marked either in degree or in duration."

Another source of confidence, we read on, is the fact that the October, 1907, panic had no effect on the 1908 election. Moreover—

"The 1907 panic included a currency panic, an acute stringency of credit and interest rates that went to sensational heights. There was no Federal Reserve system in 1907. This year there is a Federal Reserve system. Due to its existence, there is no currency panic, no marked difficulty in getting credit for general business, and interest rates are normal or tend downward.

"Indeed, there are competent persons who assert that the end of extravagant speculation in Wall Street is itself a force almost guaranteeing good general business."



"WHAT DO YOU KNOW ABOUT THAT?"

Test your knowledge by the questions below. If you can not answer them, turn to the pages indicated. Each one counts 4.

1. What is the latest alarming news about bustles? (p. 39).
2. What is a "squaw winter"? (p. 32).
3. Where did most of Europe's dancing bears come from? (p. 18).
4. What airship can be called up by its own telephone number? (p. 52).
5. What is "Humanism"? (p. 23).
6. What two modern sculptors rank highest in France? (p. 19).
7. What popular woman author exhorts her sex to revolt against long skirts? (p. 39).
8. Can American industry afford the five-day work-week? (p. 22).
9. Can you define a prodigy? (p. 21).
10. What country has launched a dirigible larger than the *Graf Zeppelin*? (p. 52).
11. Who is now expected to provide the acid test of Prohibition? (p. 11).
12. What English Bishop fears a sex war? (p. 18).
13. How many locks and dams has the Ohio River needed to ensure a nine-foot water-way the year round? (p. 30).
14. How many denominations are there in America? (p. 23).
15. Where is Bourdelle's greatest war monument? (p. 19).
16. What word is used a hundred times to-day for every time it was used a hundred years ago? (p. 18).
17. Is employee partnership in industry sound business? (p. 22).
18. How many times is the murder of *Banquo* presented in "Macbeth"? (p. 20).
19. What will be the height of the new suspension bridge at Royal Gorge, Colorado? (p. 30).
20. What present dilemma faces the farmer in the United States? (p. 13).
21. What is Nova Scotia's latest decision on the drink question? (p. 17).
22. What total weight was lifted by the giant German airplane *Do. X* in a recent test? (p. 61).
23. What percentage of men over sixty-five are dependent? (p. 22).
24. How much did it cost Great Britain to build the *R-100* and *R-101*? (p. 57).
25. Do laymen meddle too much with their ministers? (p. 24).

VIRGINIA BACK IN THE FOLD

AFTER WAITING JUST A YEAR for some answer to the question whether it was a "permanent wave" of Republicanism that struck the hitherto solidly Democratic South last fall, the political experts are finding in the Virginia vote an answer in the negative. Taken together with minor scattered Democratic victories in municipal and special Congressional elections, Democratic political leaders even envisage a nation-wide reaction from the Republican landslide of last year. An independent observer, the *Washington Star*, noting in particular the Old Dominion's return to the Democratic column, Mayor Walker's reelection in New York City by a tremendous plurality, and other Democratic successes, is inclined to take these off-year elections altogether as simply "a return to normalcy." In New York City Mayor Walker's victory had been anticipated even by the newspapers opposing him, and the only surprising fact is the large vote polled by Norman Thomas, the Socialist candidate for Mayor, who hopes to build out of his large army of voters "a fighting party" to take the field against Tammany. Boston elected the Democratic Curley for his third term as Mayor; Indianapolis and other Hoosier cities, normally Republican, chose Democratic executives; a coalition Republican-Democratic judicial ticket won in Chicago.

While these and other elections were locally significant, they are not given the importance nationally that attaches to the result in Virginia. Here, it will be remembered, Bishop James Cannon, Jr., led a movement to unite the anti-Smith Democrats with the Republicans to defeat the regular Democratic organization, with "Raskobism" as one issue. The coalition nominated Prof. William Moseley Brown of Washington and Lee University, while the Democratic standard-bearer was another college professor, John Garland Pollard of William and Mary College. An extremely vigorous campaign was waged which Old Dominion newspapers spoke of as the first real gubernatorial contest Virginia had known in half a century.

The size of the Pollard victory seemed to surprise even his supporters. He carried every Congressional district, with a plurality in the State of about 70,000. He received 17,000 more votes for Governor than Smith received for President in Virginia last fall, while his opponent lost 72,000, or 46 per cent., of the total Hoover vote. By this vote, says the *Richmond Times-Dispatch*, Virginia voters have "notified the nation of the impermanence of the Hoover upset of 1928." The Virginia vote "is indicative of what may be expected in other Southern States

under similar conditions," asserts the *Newport News Press*. The *Lynchburg News* finds it significant that Virginia should be "the first of the five 'Hoover States' in the erstwhile 'Solid South' to return since the 'Solid South' was broken in a Presidential campaign last year," and "the return to Democratic ranks was even more dramatic than the departure last year."

But other Virginia papers take special pains to point out that this contest was not a fight over national issues. The *Richmond News-Leader* and *Norfolk Ledger-Dispatch* insist that the chief issue was "Cannonism," and its chief and most welcome result was, in the words of the *Norfolk* paper, "the downfall of Cannonism—which means the political domination exercised by Bishop Cannon." Governor Byrd's *Winchester Star* insists that:

"Prohibition had nothing to do with the victory. Virginia is dry, and Dr. Pollard was as dry as his opponent. The meaning of the victory is that Virginia is still Democratic, and that her vote for Hoover was merely a protest vote applicable only to that particular contest."

Notwithstanding the sweeping Pollard vote, the *Norfolk Virginian-Pilot* feels constrained to remark that "Virginia is not as solidly lodged in the irrefragably Democratic South as she used to be; the cessation of 1928 has left her politically more fluid, and she is not likely to revert to her old Democratic fixity." It seems to the *Roanoke Times* that the Virginia Democratic landslide was primarily an endorsement of Governor Byrd's State policies; that "national issues did not figure in the result"; and that Governor Smith's friends should not assume that Virginia has exprest herself favorably to Smith's domination in 1932—"Virginians were not thinking about Smith of 1932." Similarly the winning candidate has issued a statement to the press of the country declaring that "the verdict of the people of Virginia exprest at the polls was neither approval nor disapproval of Smith or Raskob. No national issues were involved."

However, outside the State, editors find it difficult not to enlarge upon the national aspects of the election. The *Springfield Republican* (Ind.), even goes so far as to suggest "that the backward swing of Virginia into regular Democracy may reflect a nation-wide drift at this time away from the Republican party." "Virginia's landslide back to Democracy buried all present-day Republican hopes of the South," writes Elliott Thurston in the *New York World*. "The return of Virginia to the Democratic column puts a rude awakening to the Republican dream of keeping a wedge driven into the solid South," is the way Richard V. Oulahan of the *New York Times* puts it.

A NEW DRY "CZAR"

A MUSTACHE WHICH HAS ACCOMPANIED HIM through a political career of fifteen years now goes to Washington with G. Aaron Youngquist, who drops his duties as Attorney-General of Minnesota to accept President Hoover's appointment as "the new czar of Prohibition enforcement," with the prospect of exercising "greater power than has been given to any one man since the Eighteenth Amendment was enacted." When he began his political career, in 1914, we read, Mr. Youngquist was "so young that I had to grow a mustache to get anywhere in the campaign," and he has kept it ever since. Succeeding Mrs. Mabel Walker Willebrandt, who resigned five months ago as Assistant Attorney-General in charge of Prohibition enforcement, he enters the wet-and-dry arena to carry out the President's ideas of how the law should be administered. "Under Youngquist," says the Washington correspondent of the *Cleveland Plain Dealer*, "the 'noble experiment' is expected to get its acid test." And this may come soon, for in December, we read, the President will ask Congress to pass a bill now being drawn up by John McNab, California lawyer, transferring all powers of the Prohibition unit from the Treasury Department to the Department of Justice.

Making his bow to the nation with the praise of the Anti-Saloon League and of Andrew J. Volstead, father of the Prohibition law, ringing in his ears, Mr. Youngquist was quick to announce that "I am dry politically and personally, but I am not a fanatic on the subject." And he indicated, according to the *St. Paul Pioneer Press*, that he "would not conduct a Carrie Nation crusade against liquor." This attitude wins the commendation of both wet and dry newspapers.

Voicing what seem to be the views of a majority of newspapers, the *Asheville Times* suggests: "Let all wish him well, dram-drinking Prohibitionists and self-confessed wets. He may be no fanatic, but he is now about to engage in battle with fanatics in both camps of the American liquor issue." And the *Minneapolis Star* agrees that "no governmental post has been more a target for criticism and censure than that of chief Prohibition prosecutor, a position which calls for 'the tact of a diplomat and the courage of a soldier.'"

Mr. Youngquist, we are told, was born in Sweden on November 4, 1885, and came to the United States with his parents two years later, first to Illinois, and in 1889 to St. Paul. He left school at thirteen to go to work. Quoting from an interesting sketch of his life in the *St. Paul Pioneer Press*:

"Returning to St. Paul, in 1901, he began the dual life of office-boy and student of stenography. A double life was not enough for him, so he embarked on a triple career of stenographer in an insurance office, high-school student, and student in the St. Paul College of Law.

"After graduation, in 1909, he went to Thief River Falls, Minnesota, to become a lawyer, but the people of the town refused to cooperate. Moving to Crookston, he practised law with greater success, and in 1914 began his political career, running for the office of Polk County Attorney. 'I was new, and green, and so young that I had to grow a mustache to get anywhere in the campaign,' he said. The mustache has accompanied him in all his offices, as Assistant State Attorney-General, Attorney-General, in various legal appointments, and now to Washington. In 1918 Mr. Youngquist was commissioned captain in the United States Army. 'I was in the service only two weeks,' he explained, 'and then the war quit.'"



Underwood & Underwood

"NOT A FANATIC"

Altho he is "dry politically and personally," says G. Aaron Youngquist, new Prohibition "czar."

THE BINGHAM CENSURE

A TALL, GRAY-HAIRED MAN RISES from his seat, shakes hands with a few colleagues and walks alone up the aisle and out the front entrance of the Senate, where he has just suffered the stigma of a vote of censure, the first such vote passed by that body in twenty-seven years. But, altho "the Senate pinned Hiram Bingham's shoulders to the ground," as Carlisle Barger expresses it in the *Washington Post*, "it could not make him say 'uncle.'" To the last, the Republican senior member from Connecticut defended his conduct in placing Charles L. Eyanson, an employee of the Connecticut Manufacturers' Association, on the government pay-roll and in taking him into secret sessions of the Senate Finance Committee when it was framing the tariff bill. And when it was all over, we read, with his action condemned by a vote of 54 to 22, Senator Bingham immediately announced that he would not resign. In that vote, with twenty-two Republicans opposed, twenty-two others of the same party joined with the thirty-two Democrats to pass the resolution of censure:

"That the action of the Senator from Connecticut, Mr. Bingham, in placing Mr. Charles L. Eyanson upon the official rolls of the Senate, and his use by Senator Bingham at the time and in the manner set forth in the subcommittee of the Committee on the Judiciary, while not the result of corrupt motives on the part of the Senator from Connecticut, is contrary to good morals and Senatorial ethics, and tends to bring the Senate into dishonor and disrepute, and such conduct is hereby condemned."

This action, the correspondents tell us, followed four hours of debate, during

which Senator Bingham defended himself and Mr. Eyanson, and reiterated that "there was nothing about the transaction that was dishonorable or corrupt," and that his "sole desire was to secure the best possible information on a difficult and intricate subject." Altho half a dozen of his Republican colleagues spoke in his behalf, not one of them, it appears, attempted to excuse or condone his conduct.

Approval of the Senate's action seems to be, in general, the reaction of the press throughout the country. Altho some newspapers profess to discern "partizan animus" and even "hypocrisy" in the vote of censure, the majority seem to feel that the Bingham rebuke was deserved. A common note is struck by the *Newark Evening News* (Ind.) when it says the incident was "regrettable," but that "the Connecticut man brought it on himself," for he "might have avoided the censure had he admitted his fault and retracted his unjust criticism of his colleagues."

The vote, which, to the *New York Evening World* (Dem.), "was dictated by common decency," is viewed by many papers as a "precedent" and a "warning." Thus the *New York Herald Tribune* (Rep.), which says the vote "represented a natural and proper reaction on the Senate's part," concludes that "the incident ought to be a wholesome lesson to him and to other Senators." Also, the *Pittsburgh Post-Gazette* (Ind. Rep.) believes the action "will have a powerful effect in keeping others from committing the same blunder." The *New Haven Journal-Courier* (Ind.) finds that "in his impatience and irritation at being misrepresented, he lost control of his judgment and invited from his political enemies the treatment he has received but not wholly deserved—censure, yes, but not condemnation."

THE SENATE MEETS MR. GRUNDY

JOSEPH R. GRUNDY, FOR ONE, "didn't care what Mrs. Grundy would say," remarks Russel Crouse, columnist of the *New York Evening Post*, after reading the amazingly frank statements of that "dean of tariff lobbyists and Moses of the high-tariff movement." "Startling and fantastic," is the *Christian Science Monitor's* characterization of the frankness of this urbane, white-haired, sixty-seven-year-old manufacturer of Bristol, Pennsylvania, who made his appearance before Senator Caraway's lobby-investigating committee in the rôle of "lobbyist and proud of it." Mr. Grundy, the correspondents tell us, has been known for years in Washington as a tireless champion of protective tariffs, and as a collector of millions



International Newsreel photograph

"A LOBBYIST AND PROUD OF IT"

So the Washington correspondents picture Joseph R. Grundy.

of dollars for Republican campaign funds. Says Samuel T. Williamson in the *New York Times*: "He is a bachelor, but taking the place of wife and children is the doctrine of protection of American industry. He possesses a fortune of perhaps \$20,000,000, but he would spend it all in the furtherance of something upon which he has set his heart, which is the welfare of the Republican party, particularly in Pennsylvania." "He is a tariff crusader, almost a fanatic," writes Henry Suydam in the *Brooklyn Eagle*; and he tells us further:

"This man's whole life centers in a high protective tariff. He still has an interest in woolen manufacturing, but his personal wealth is so great that the rates on wool are of little personal consequence to him. His lobbyist activities are paid for out of his own pocket. He receives no compensation and no funds for expenses. He maintains an office in Washington which has cost him \$2,000 a month since January 1. It operates under the name 'News Bureau, American Tariff League,' of which Mr. Grundy is vice-president. His proudest title, however, is President of the Pennsylvania Manufacturers' Association."

Mr. Grundy raised \$700,000 in Pennsylvania for the Coolidge campaign in 1924, it appears, and \$600,000 for the Hoover campaign in 1928. As a witness before the investigating committee he admitted with a modest wave of his hand that his influence had been "considerable" in raising tariff duties in the present bill in favor of Pennsylvania industries by about

\$504,000,000. He gave it as his opinion that it is not the consumer in the country who pays these higher duties, but the foreigner; and he added that if the consumers of the United States had not wanted higher duties, they would have registered the fact by electing Alfred E. Smith, since "the consumers are also voters." He frankly admitted lobbying in Washington for higher tariffs ever since the Dingley bill of 1897. But he created his chief sensation when he advanced the theory that the industrially "backward" States of the West and South should have less to say in the matter of tariff rates, and that he thought Congress could get better advice and guidance in tariff legislation from American manufacturers than from "the so-called 'experts' of the Tariff Commission, many of whom are swivel-chair economists, who never have spent an hour in an industrial plant, and never have had first-hand contact with any of the practical problems which are the very essence of that upon which they assume to speak with authority." He said, in answer to a question, that he approved of the employment of Charles L. Eyanson of the Connecticut Manufacturers' Association by Senator Bingham. Taking the States represented by his inquisitors, and adding fifteen others, Mr. Grundy quoted figures to show that their total income-tax payments amounted to \$5,000,000 less than that of Pennsylvania alone. And he went on to say:

"Perusal of these figures justifies the statement that if volume of voice in the Senate were proportioned to population, productive power or the total sum contributed to the national upkeep, some of those States which are now most vocal would need amplifiers to make their whispers heard. The truth of the matter is that such States as these do not pay enough toward the upkeep of the Government to cover costs of collection, and States like Pennsylvania, hamstrung as they are by adverse legislation, support these backward commonwealths and provide them with their good roads, their post-offices, their river improvements, and other Federal aid figuratively on a golden platter."

The Western and Southern States whose representatives are rewriting the tariff bill "haven't any chips in the game," argued Mr. Grundy, and "if it were not for the provision of the Constitution that gives each State two Senators, these States would never be heard of." Nevertheless, he said, representatives of these thinly populated and industrially undeveloped States "are obstructing and destroying the great reserves of taxation to such an extent that it is a national tragedy." When Senator Caraway asked "would you decide representation in the Senate on wealth instead of by States?" he replied:

"I would not say wealth—but national interest. I think these Western Senators should talk darn small. I don't think they ought to have as much to say as Pennsylvania."

"Massachusetts must agree with Mr. Grundy that the industrial States should become duly vociferous when the interests of their citizens are in question," remarks the *Boston Transcript* (Rep.); and the *Detroit Free Press* (Ind.) says that he calls attention to a real abuse when he protests against "the excessive activity of Senators from small Western States in the tariff controversy." "Mr. Grundy is receiving applause simply because he is replying in kind to some Westerners who are at no pains to deal softly with the East," thinks the *Pittsburgh Gazette Times* (Rep.). But in the main, Mr. Grundy evokes little applause from the press beyond that which is accorded to his candor. In his own State, the *Philadelphia Record* (Dem.) defines "Grundysm" as "a system which would transform the Government of the United States from a democracy into a plutocracy—an economic and political philosophy just as irrational as that of the autocrats of Moscow." "The brazen effrontery of Grundy will open all eyes to the lobby evil," declares the *New York American* (Ind.). "He symbolizes the system and philosophy of the tariff gougers," comments the *New York Evening World* (Dem.).

TO SELL HIS WHEAT AND KEEP IT TOO

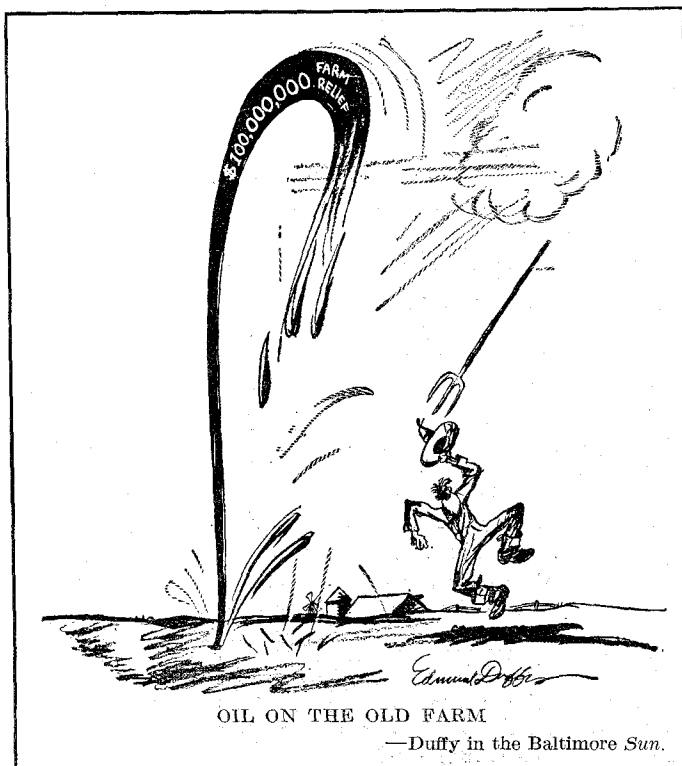
POVERTY THREATENS MR. FARMER if he holds his wheat back for a good price, for he needs the money right now; yet bankruptcy faces him if he and his fellows all send their wheat to market at once, for that would force the price down below the cost of production. He can not keep it; he can not sell it. What, then, is he to do? The solution is to sell it and keep it too. If this seems slightly intricate, we must remember that it is one of the miracles of Uncle Sam, who seems to take special delight in doing the impossible. In other words, help for the suffering wheat farmer is promised by the Federal Government, whose "long arm reached down into the wheat mart," as the *Chicago Tribune* expresses it, to set before the nation's wheat-growers a \$100,000,000 dish of loans. For Mr. Wheat Farmer, this huge fund is calculated to advance him ready cash and yet keep up the price of his crop, which was sliding to ruin on the double skids of a glutted wheat market and the slump in industrial stocks. By joining a grain co-operative association, we read, he can obtain an advance of approximately 90 percent. of the basic price of his wheat at once. He may ship his wheat to a designated concentration point, where it will be graded and cleansed, and draw his advance. The co-operative will then hold the wheat until prices are right and market it in orderly fashion through the year, and will settle with the farmer on the basis of the final price obtained.



A sharp cleavage of opinion marks the reaction of the press to the Farm Board's announcement, which followed its decision to advance loans to cotton-growers up to sixteen cents a pound. Whereas some papers hail the loan fund as a salutary step, others view it as "a dangerous precedent" and an indication that the Government is going into the business of agriculture. As for questions on "the various immediate and ultimate effects of the Board's policy," *The Pennsylvania Farmer* asserts, "we need waste no space in speculating about them, for only by experience can they be answered. This also appears to be the attitude of *The Ohio State Journal*, whose cartoonist, Westerman, queries, "Will the dough save the wheat?"

But before quoting additional comment it may be well to turn to the Farm Board's statement:

"The Federal Farm Board believes that, based on known world supply, the present prevailing prices for wheat are too low. The Board believes that this unsatisfactory price level is chiefly due to the rapid or disorderly movement which is putting a large part of the year's wheat supply on the market within a short time. The unprecedented liquidation of industrial stocks and shrinkage in values . . . has also had an effect on wheat values which is entirely unwarranted, and wheat producers should not



be forced to sell on a market affected by these conditions. In order to assist wheat farmers to hold back their crop and at the same time have money with which to pay their obligations, the Board proposes to loan wheat cooperatives, qualified as borrowers under the Capper-Volstead Act, sums sufficient to bring the total amount borrowed from all sources by such associations to the amount shown on the attached schedule."

The amounts in the schedule range from \$1.12 to \$1.25 a bushel. In many sections of the country, the Board believes, the net advances which wheat cooperatives can make to their members under this loan plan will almost equal the amounts which are being paid by the speculators and others on actual purchases from farmers.

The Farm Board's action is "vigorous, strong, and well directed," in the view of the *St. Paul Pioneer Press*, in the wheat belt. With this the *Fargo (N. D.) Forum* agrees, asserting that the policy of the Board "should do much to strengthen the wheat market and keep it steady and stable during a period of uncertainty." Not paternalism, but "genuine assistance to promote self-help among farmers," is the *Dayton Journal's* view of the loan fund.

On the other hand, *The Wall Street Journal* sees a "distinctly dangerous precedent" in the Board's efforts "to peg the price of wheat," while the *New York Times* declares that "the Government, despite all protests, is itself going into the business of agriculture." To the *Milwaukee Journal*,

"The Legge Farm-Board program is already miles away on a flying start to that goal which President Hoover in his Eastern campaign speeches described as 'State Socialism.' At New York the Presidential candidate took a thousand words to tell us of the evils of injecting government into business—it was a 'false liberalism,' it led to bureaucracy, it would destroy initiative, it would even mean 'abuse and corruption.' And here is Mr. Hoover's own appointee, with great faith and energy, doing the very thing that Mr. Hoover warned against."

DOES MUSSOLINI RULE MILLIONS HERE?

STARTLING CHARGES THAT FASCISM "has reached across the sea to fasten its grip upon four million Americans of Italian extraction," whom Mussolini is said to consider his subjects, dwelling in an outlying colony, find repercussions in the State Département and the Senate, in sharp editorial comment and in flat denials by Fascist officials in America. "Mussolini's American Empire: The Fascist Invasion of the United States" is the title of an article in *Harper's* in which Marcus Duffield fires the shots that have stirred the State Department to action and brought forth a Senatorial resolution calling for information on Fascist activities here. Mussolini, according to these charges, "has set up a political organization in the United States," and "provides Fascist schools and courts here, and even imposes taxes." Furthermore, "neither in this country nor in Italy does American citizenship safeguard the Italo-American from Fascist domination or terrorization."

Commenting on Mr. Duffield's revelations, the *Chicago Tribune* declares that "the business of the Fascist League is to prevent the absorption of Italians by American life. That is a program of defeatism inimical to the national welfare of this country. It is not a friendly act." And, it goes on, "the Italian Government must be advised that American citizens are responsible to this government, and that any attempt even by indirection of the Fascist régime to assume jurisdiction over our nationals will not be tolerated." So, too, thinks *The Nation*, which asserts that "what the situation demands is a determined word from Washington. The Government," it declares, "should now act on the facts *Harper's* has brought out."

Before quoting more editorial comment, it may be well to review the article which precipitated it. As summarized by the *Baltimore Sun*, the propagandist charges brought to the attention of the State Department include the following:

"That Italian consuls in the United States have been endeavoring to influence the curriculum of American schools engaged in teaching Italian children.

"That the Italian Government has been endeavoring to collect a bachelor's tax on Italians in the United States, even when naturalized American citizens.

"That Fascist organizations in the United States have endeavored to discourage Italians from taking out citizenship papers.

"That naturalized American citizens who have been critical of Mussolini and have returned to Italy on visits have had their passports torn up and been forced to remain in the country.

"That Fascist organizations in the United States exact an oath of allegiance to Italy."

Dipping now into Mr. Duffield's article:

"Mussolini has presumably two objectives in this curious sub-surface invasion of sovereignty, both arising from military motives. Looking forward to the next war, he is trying to keep Americans of Italian extraction thoroughly Italianized and loyal to him so they will respond to his call for arms. . . . Second, Il Duce wants to stifle all criticism in the United States, for he realizes that only if Fascism is favorably regarded here can he get American loans."

Turning to the organization established in America, Mr. Duffield tells us that the Fascist League of North America has about 120 local branches, called Fascios, scattered throughout the United States. Of the courts it has set up the writer says that "suspension or expulsion from the Fascist League is the commonest form of punishment," but that "for more grave offenses there are penalties of corresponding severity," including "confiscation of property, revocation of Italian citizenship and boycott." But, serious as these charges are, many editors appear to view still another with greater concern, the Fascist campaign of Italianization which "reaches its climax in its efforts to instill loyalty to Il Duce in Italo-American children, whose impressionistic minds make them a particularly fertile field for anti-Americanization work." To continue:

"The question of citizenship rights has projected itself even more sharply into the situation created by the Fascist policy of seizing Italo-Americans traveling in Italy, including naturalized American citizens, and compelling them to serve training periods in the Italian reserve army. . . . Mussolini's conduct differs vastly from that of previous régimes and other governments in that the military cases had cropped up only sporadically, and principally in circumstances of definite evasion, whereas the present Fascist Government has taken advantage of a lack of a naturalization treaty with the United States to institute what can only be regarded as a fixt policy of arresting for military duty all eligible Italo-Americans visiting Italy except Fascisti in good standing."

These charges brought quick developments. A resolution introduced in the Senate by Senator Heflin and referred to the Foreign Relations Committee, called upon Secretary Stimson to send the Senate all information the State Department had on the alleged activities of the Fascist League in the United States. Quick also

was the repudiation of the charges by Nobile Giacomo de Martino, Italian Ambassador to the United States, who, on behalf of Mussolini, Fascism, and the Fascist League denied any attempt "to thwart the Americanization movement." He quoted Mussolini: "We are glad to have our people who go to the United States become naturalized. . . . Italians who go there should become naturalized as soon as they are fit."

Not long after the State Department announced that it had notified John W. Garrett, our Ambassador at Rome, to take up the matter of the forcible impressment of naturalized American citizens, came the announcement that Italy had eased the draft on men returning to her shores. To American born sons of Italian parents, American citizens of Italian birth and even citizens of Italy living in the United States, it gave assurance, we read, that they may return for visits up to a year without fear of compulsory military service. The ruling, however, applies only during peace time and nothing is said of the procedure in time of war.

"This country can not permit a divided allegiance," declares the *Indianapolis Star*, "and will brook no interference with its citizens by Fascist agents." Agreeing that "dual allegiance can not be tolerated here," the *Milwaukee Journal* adds that "the first thing to be discovered, however, is whether or not Mr. Duffield's charges are true. That should be an immediate concern of the authorities."



International Newsreel photograph

IS HE LOOKING OUR WAY?

TOPICS IN BRIEF

WE'D rather be President than write.—*Hubbard (Ore.) Enterprise.*

WALL STREET's great trick is to take a lamb and make a goat out of him.—*Virginian-Pilot.*

THE understanding is that Ringling now controls all the large circuses except Shearer.—*Detroit News.*

ITALY's position, it begins to appear, is that it is willing to permit the other Powers to disarm.—*Dayton Journal.*

ONE thing you'll have to give them credit for is that in Wailing Wall Street they don't call it a holy war.—*Philadelphia Inquirer.*

THE packing-house industry is still the largest in the United States. It seems to have no difficulty in making both ends meet.—*Weston (Ore.) Leader.*

THE Republican regulars are learning that there really is an if in tariff.—*Jackson County (N. C.) Journal.*

A DIAMOND of the first water, we presume, is one that has a full complement of facets.—*Boston Christian Science Monitor.*

WHAT makes the average older so mad is that the impertinence of youth is frequently so darn pertinent.—*Philadelphia Inquirer.*

CHICAGO isn't as bad as it's painted. The police have found only two drug-stores that sell machine-guns.—*Hubbard (Ore.) Enterprise.*

WE have confidence in the Anglo-American understanding because of our confidence in Anglo-American understanding.—*Weston Leader.*

How delighted the Bolshevik must be, after working 364 days a year for a bare living, to realize that he isn't a wage-slave.—*Publishers Syndicate.*

SENATOR SHEPPARD wants to punish the buyer of bootleg as well as the seller. As tho the buyer were not punished now.—*Florence (Ala.) Herald.*

YALESIAN "week-ends" have of late been the subject of much criticism, says THE LITERARY DIGEST. If we remember correctly Yale "weak ends" got a lot of front-page stuff some time back, too.—*Hubbard Enterprise.*

AFTER a careful survey of contemporary husbands, we feel that a woman who shoots her husband can not very well plead insanity.—*San Diego Union.*

ANOTHER thing that has puzzled us, a little, about "success stories" is why the interviewer sometimes has to hunt up his subject in a sanitarium.—*Detroit News.*

THE new British dirigible has among other luxuries a ballroom. Dancing on air promises to be much more comfortable and popular than it was in older times.—*Brooklyn Eagle.*

BRITAIN proposes to bar mentally unfit from marriage. That ought to work out pretty well if the mentally unfit can be barred from the committees that will pass upon who is or isn't mentally fit.—*Schenectady Union-Star.*

STATISTICS are offered to show that in only one of twenty-seven States checked up has there been a decline in deaths from alcohol. To be effective, the declining should be done by individuals rather than by States.—*Arkansas Gazette.*

MAYBE Mr. McNab can impart the "nab" to the Prohibition officers.—*Tampa Tribune.*

CIVIL war has broken out in China again, the first time in three days.—*Indianapolis News.*

THE Grand Old Party expects to do its duty, no matter what the duty does to the consumer.—*Weston Leader.*

MAN wants little here below, but he'd like to have enough to keep up with the Joneses.—*Philadelphia Inquirer.*

THE latest dress material, I read, looks as tho it is covered with tiny flies. It sounds very gnatty.—*Passing Show (London.)*

OPTICIAN says that only about 10 per cent. of the people have perfect vision. The 90 per cent. constitute the cock-eyed world.—*Arkansas Gazette.*

"WOMEN's styles travel in cycles."—Fashion note. Buy-cycles, of course.—*Virginian-Pilot.*

IN China husbands and wives seldom see each other before marriage. In America some seldom see each other afterward.—*Florence Herald.*

ILLUSTRATING his extraordinary powers of memory, Mr. Borah states that the tariff bill as proposed is a violation of platform pledges.—*Detroit News.*

A BROKEN main yesterday deprived New Orleans of its gas supply. Think of the result if anything like that should happen to Washington, D. C.—*San Diego Union.*

THE Englishman who says Americans have no imagination should read the newspaper story of the fire in Washington which was "caused by a cigaret lighter."—*Macon Telegraph.*

WE read in a big daily that the Japanese want the submarine retained "as an instrument of navel warfare." We wonder why, when they can still commit hari kari.—*Weston Leader.*

FIVE per cent. of the playgoers, Jane Cowl says, are unintelligent, and go to the theater for no good reason. On the

other hand, there are the intelligent ones who go to the theater for a good reason, and do not find it.—*The New Yorker.*

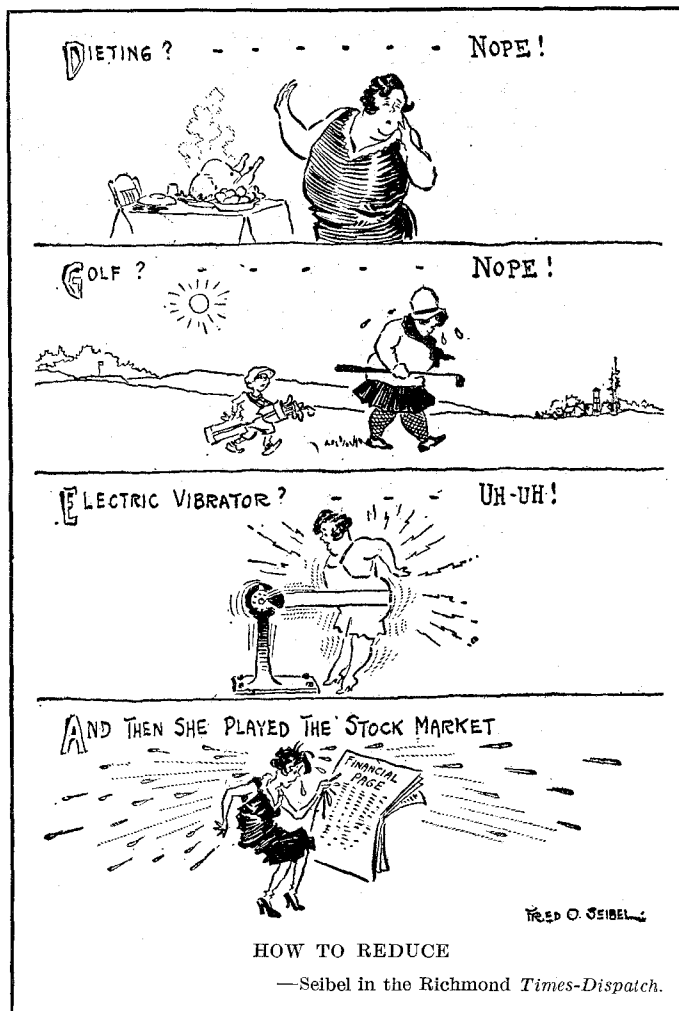
COTTON-PICKERS to Stage Novel Contest.—Head-line. We've wondered who it was that selected those various books of the month.—*Arkansas Gazette.*

ANOTHER day we never thought we'd live to see, but have, is the recent days when all the bareback riding is done in automobiles.—*Leesburg (Fla.) Commercial.*

POOR old Jason must think himself a rank amateur at getting the golden fleece, if he witnessed the methods of Wall Street for the past few days.—*Jackson County (Sylva, N. C.) Journal.*

IT is probably useless to suggest that Dolly Gann and Alice Longworth sit on a log beside the Rapidan and declare a truce. They would doubtless not agree on who was to sit at which end of the log.—*Detroit News.*

INSTEAD of rushing into print with ill-considered judgments on the precise significance of the British Prime Minister's visit to this country, we prefer to wait until we can read the whole truth in the Moscow *Pravda* and *Isvestia*.—*New York Times.*



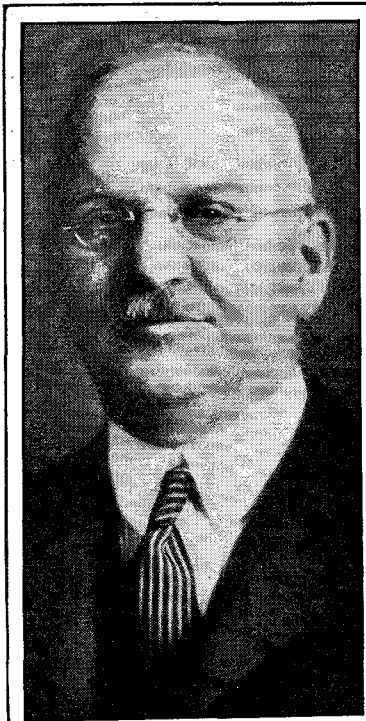
HOW TO REDUCE

—Seibel in the Richmond Times-Dispatch.

FOREIGN - COMMENT

TWO CANADIAN DRINK DECISIONS

CANADIAN VOTERS IN TWO PROVINCES have declared their mind anew on the drink question, in such a way as to interest intelligent observers in regions far remote from the Dominion. In the Ontario Provincial elections, where the continuance of the liquor-control system was the main issue, we learn from the press, the voters strongly indorsed the Conservative Government headed by Premier G. Howard Ferguson. The Ferguson Conservative Government was returned to power in 1926 on a platform providing solely for the



A THIRD TERMER

Premier G. Howard Ferguson, of Ontario, returned to power for a third term with the indorsement of the government Liquor Control System.

liquor-control system, and now, after three years' experience, the people of Ontario have signified their approval of this method of handling the liquor question. The Conservatives, say Toronto press dispatches, will have ninety members in the next House, against twenty-one members of other groups, including two Independent Conservatives. The Liberals, it appears, will have twelve members, and the Progressives three.

But this does not mean that opponents of the control system have been convinced by the result of the election. They firmly believe that it is a mischievous system, and among Liberals and Independents there is considerable irritation that the liquor issue should have been dragged into the campaign at all. Oddly enough, some Conservative

newspapers blame the Liberals for having introduced the drink issue, while journals of different affiliation say the Conservatives were "the cause of it all." Toronto press dispatches point out that while the Conservatives stood on the Liquor Control System plank, the Progressive party campaigned for bone-dry legislation. The Liberals, we are told, were somewhat embarrassed by the presence of both Prohibitionists and ardent wets in their ranks, and advocated a plebiscite, if demand for a change should have become manifest.

Traveling then to Nova Scotia we learn that a plebiscite was held there, formulated on the following two questions:

"Are you in favor of continuing the Nova Scotia Temperance Act?"

"Are you in favor of the sale of alcoholic liquor under a government-control act?"

Halifax dispatches inform us that the vote for the sale of liquor under government control gave a majority of more than 23,000 in favor of it. All the large districts, it seems, voted overwhelmingly for government control. At the last plebiscite, ten years ago, we are advised, 80,000 voted for Prohibition

and 23,000 against. A Halifax dispatch to the New York Times reads:

"Great interest was taken in the campaign, which was the hottest ever waged on the liquor question in this Province. Ten thousand miners in Cape Breton received a holiday, and in Halifax many of the large industries closed down for the day. "Halifax City gave a majority of 10,000 for government control. Rum-runners and bootleggers were out in force against government control, and to the surprise of many, Lunenburg, the great fishing center, voted for the Temperance Act."

THE LITERARY DIGEST, realizing the intense interest of both the American and Canadian public in the controversial liquor question on either side of the 3,000-mile peace border, has taken particular pains to ask for the editorial verdicts of Ontario newspapers on the election in that Province, and of Nova Scotian newspapers on the plebiscite taken in Nova Scotia. We begin with the press of Ontario.

One thing about the Ontario election that pleases the Toronto Star (Ind. Lib.) is the positiveness of the result. The Province did not make a half-way and dubious sort of decision that has to be examined for its meaning, we are told. The great majority of the voters declared in favor of the Ferguson Government and its policies, and this newspaper adds:

"The liquor policy of the Ferguson Government was made so much a ground of attack upon the Administration and so much an issue in the campaign that nobody has any right to doubt that the people of Ontario by a large majority indorse the liquor policy now in force and have expressed confidence in Mr. Ferguson and his colleagues to make such amendments in the law as they may consider advisable."

Another Toronto newspaper which sees in the election a triumph for temperance is *The Mail and Empire* (Cons.), which advises us that much of the great force mustered in behalf of temperance voted with the Government, approving not only the Liquor Control Act and its administration, "but also the entire record of the Government." The Toronto *Globe* (Ind. Lib.) is frank in avowing that those who regard the legalized sale of liquor as "a serious and costly social evil" can view the result of the Provincial election with no other sentiment than disappointment, and it continues:

"The people, by a large majority, have granted the Ferguson Government's request for further trial. There can be no disguising the fact that the record of the Ferguson Government in connection with the Liquor Control Act was the chief issue of the campaign. *The Globe* does not deny responsibility for its part in making that question the major issue. Believing, as it does, that the Ferguson liquor law has failed on every single promise made for it in 1926—and failed at grievous cost to the Province—this newspaper could have adopted no other position than it did and remained true to those principles for which it has always fought."

That the voters of Ontario have heard the last of the liquor question in the election campaigns is the hope of the Conservative *Ottawa Journal*. This supporter of the Ferguson Government declares that the Provincial Premier sought to prevent the liquor question from being an issue, but "the opposition forces declined that." Proceeding, *The Journal* observes:

"In the last election the public voted for liquor control. It was held that it was a verdict of the cities against the country. That can not be held any longer. When seven or more Prohibition candidates are rejected, mostly in rural ridings; when the so-called 'dry belt' of western Ontario goes strongly for the

Government; when rural and urban constituencies appear in a unanimity never before achieved in this Province on any single question, what is the conclusion? The only sensible conclusion, surely, is that the public—the overwhelming majority of the public—want the present law to be given a fair trial.”

In sharp contrast to the foregoing is the opinion of the Liberal London *Advertiser*, which informs us that Premier Ferguson “refused to divorce party politics from the liquor question by declaring there would be no referendum or plebiscite while he remained at the head of the Government.” In the view of this Opposition organ:

“The Government owes its success entirely to the cities and larger towns. A glance at the political map shows that in nearly every case the Government was in a minority in the rural municipalities of western Ontario. The Liberal leader, Mr. Sinclair, promised a plebiscite on the liquor question when it was demanded by any substantial number of electors. That was as much as any of the opponents of the present Liquor Act could reasonably ask or expect. The Liberals opposed to Prohibition should have been satisfied with this democratic method of dealing with the problem and of isolating it from party politics. Advocates of Prohibition should have accepted it also and not demanded more.”

While the paramount feature of the campaign was the Liquor Control Act, *The Border Cities Star* (Ind.) of Windsor emphatically charges on the other hand that “the Opposition was responsible for this situation,” and this daily adds:

“One of the notable local incidents of the campaign was the action of Mr. Frank Wilson in dropping his famous beer-by-the-glass platform, and lining up with the Government in support of the Liquor Control Act as it stands. It may reasonably be concluded that beer-by-the-glass is as dead as a door nail, and that we shall hear very little of it from now on.”

According to the London *Free Press* (Ind. Cons.), the people of Ontario have “shown in an overwhelming manner that they believe in the principle of the Liquor Control Act as the best temperance policy for the Province.” The Prohibitionists, this newspaper goes on to say, “should accept in good spirit the decision of the people and proceed to assist the Government in strengthening the law and in carrying on a campaign of education for temperance.” In Hamilton, Ontario, *The Spectator* (Ind. Cons.) thinks the returns show that “both town and country were of one mind,” and it believes that Ontario is evidently quite satisfied with government control and has given the Premier an impressive vote of confidence. The Independent Hamilton *Herald* has this to say:

“Any modification of the alcoholic evil is to be welcomed, and by whatever means possible. The Liquor Control Act has at least got rid of the grosser evil of bootlegging. In comparison with the United States, bootlegging may be said to have been eliminated in Ontario.”

The Independent Kingston *Whig-Standard* believes that the result of the election indicates unquestionably that “Prohibition is a dead issue in this Province,” and that “any political party that espouses it is courting certain defeat.” Premier Ferguson “did not claim perfection for the Liquor Control Act, and promised that, if returned to power, he would so amend it so as to make it more effective in the cause of true temperance.”

Turning now to Nova Scotia, where, by a majority of more than twenty-three thousand, the vote was for the sale of liquor under government control, we find the Halifax *Herald* (Cons.) saying:

“Up to this time the great bulk of the liquor consumed in this Province has been purchased from bootleggers. When this condition is dealt with, it goes without saying that the legal and visible sale of liquor in Nova Scotia will be increased. Statistics of sale and consumption will mount even if the actual

total consumption decreases, because there is no possibility of check upon the volume of sale and consumption of liquor. In Nova Scotia to-day bootleggers do not publish statistics. They sell liquor illicitly and in defiance of authority. Under a system of government control, official statistics will be available to the public. The people of Nova Scotia have recorded their will at the polls. It is now the duty of every one to give the new law, when it comes into effect, a fair and honest chance to demonstrate its worth. We do not believe that the Nova Scotia people will expect revolutionized conditions overnight, but we do know that they will expect, within a reasonable time, to see the illicit sale of liquor reduced.”

The explanation of the result of the plebiscite given by the Halifax *Chronicle* (Lib.) is that the Nova Scotia Temperance Act had fallen into disrepute because its enforcement was farcical:



“Every day almost showed some glaring monstrosity of injustice. One individual was drastically punished while others did seemingly pretty much as they pleased. In some quarters the Act was openly defied. There seemed no bona fide attempt at enforcement, and the disgust of the people is evidenced by the voting.”

The Sydney *Post* (Cons.) finds in the result of the plebiscite a fresh reminder that we are living in an age “when legislation, no less than legislators, must stand or fall on proven merits, and this daily continues:

“The verdict of 1920 was based on theory, that of 1929 on experience. Nine years ago bone-dry liquor legislation, till then untried and unproven, was accepted by the people on the credentials of its proponents. In the plebiscite just held, it has been repudiated by a disillusioned electorate, on its record of failure, and on the evil fruits of lawlessness, immorality, and social degeneracy that have followed in its train.”

Another Sydney newspaper, the Liberal *Record*, calls attention to the fact that: “A significant feature of the result is that the control vote was but little stronger in those communities where no attempt has ever been made to enforce the dry law than in Sydney, where the authorities have been pushing the Act to the limit for the last five years.” The Yarmouth Liberal *Telegram* says that the supporters of the Nova Scotia Temperance Act carried on a campaign against tremendous odds for what they considered and still maintained are the best interests of Nova Scotia as a whole, and it adds: “Nevertheless, by the results of yesterday’s vote they are by no means downhearted, and are again ready to take up the cudgels as soon as an opportunity offers.”

THE VANISHING DANCING BEAR

A LONG TIME AGO the warning cry of "Hold your horses—here comes a bear!" was repeated so often that it finally resulted in the banishment of dancing bears from American highways. But in Europe, we learn from the *Frankfurter Zeitung*, Bruin Terpsichore is disappearing from the road for a different reason. It seems that the inhabitants of Uston, a village in the Pyrenees, generations of whom have for centuries trained and traveled with dancing bears all over Europe, have taken to other occupations. The reasons are twofold, says Reuter's Cologne correspondent, and he relates: Bears have become exceedingly scarce in the Pyrenees and—perhaps the chief reason—the dancing-bear public is not so generous as it used to be in the good old times before the war. Animal lovers will rejoice in the misfortune that has overtaken the bear owners of Uston, this informant adds, for their bears were often forced to suffer great hardships during the course of their travels. A contributor to the *London Observer* recalls that:

"The dancing bear has long ceased to shuffle down English lanes and to be the mild monster of the tavern-yard or village green. And now this furry vagabond of antic disposition has left all his European tracks and trampings. The Spaniard who trap him among the Pyrenees and taught him to answer with tricks of gait to the simple invitation of a song has done his job of animal grab too thoroughly. Or is it simply that the march of civilization into the mountains has caused the bears to dwindle right away? At any rate, the trainer lacks a pupil and the blue uniform of bear-warden has joined the discarded liveries of long ago.

"There can be little hardship for the beast in finding such a journey's end. The bear may have raged as a veritable grizzly in our boyhood's yarns of the wildest West. Indeed, he served Mr. R. M. Ballantyne with a most fruitful ferocity, but in Europe he has been all too simple a fellow, easily cozened into bondage and so dragging his chains across the countries and the centuries. The 'head-lugged bear' goes lurching and growling through all the revelry of Shakespeare's England; fêting and baiting were all one to the captive wretch who was the muzzled grandee of all processional rites. In many a drowsy red-tiled town of England the farmers still eat their dinners on market days at a house named after the monster, who was dancing then to the same Spanish tune while the native crowds were skipping to the Maypole. The old masquers mimed the bear along with the baboon. For the bear played a double part; he was the monster brought to mildness, a natural terror trained to the civility of the dance. Also he was the symbol of strangeness and exotic savagery. Across all English history are the footmarks of the sheep; but on the edge of the page there is often the spoor of the bear, that foreign captive shambling in the masques and triumphs of the conqueror."

There isn't any reason for modern children to thrill at the coming of a mere bear, thinks this contributor to *The Observer*, for they have been to the pictures and the camera has rifled for them all the secrets of the jungle. Tigers that seem to leap into your very seat and lions that growl straight at you, have driven the dancing bear into a back place, according to this writer, who continues:

"He is no longer the monarch of the raree-show. It is the habit of the times that strange things and beings no longer come wandering to us; we flock to them. The vagabond traffic of beasts and waxworks and puppet-shows that came seeking our pence has been thinned away; instead we all crowd, silver and paper in hand, to the Zoo or the pictures in the middle of the town.

"It is as well for the bear, poor foot-sore bondsman of human laughter. We are glad to be spared the opportunity of seeing his shuffle; for any grown and rational person there is small humor in such a conscript clown. But the name is honored, and the species has adoration by proxy. No oblivion will fasten on the breed while Master Teddy is abroad. The truth is that man makes best fun of animals when he leaves the animal out. A horse blinking confusedly at the footlights is a final reproach to the circus-rider; the horse made up of two men and a table-cloth beats reality out of the ring if the right spirit of clownship be there."

THE AWFUL "SEX-WAR" THAT THREATENS

ALL THE "BRIGHT YOUNG MODERNS" who write and talk about sex incessantly are said to be overweeningly confident that they have a new understanding of the contrasting mental attitudes of men and women. To listen to them, it is charged, one would imagine the present age had discovered sex for the first time, and that the division of humanity into male and female was something unknown even as recently as the age of Victoria. Never in the past, declares a contributor to the *London New Statesman*, has there been so much talk about sex and the sexes. He feels sure that the word "sex" is used a hundred times to-day for every time it was used a hundred years ago. Yet of all the generalizations made from day to day about sex and the sexes, he avers, it is doubtful if there is one in a thousand that is not either a commonplace or nonsense. This writer goes on to say:

"The Bishop of Manchester, I see, is alarmed lest all this talk about sex may 'end in something of the nature of a conflict between man and woman.' He believes that there is a danger 'lest they should give the younger generation the idea that married life was a long conflict, or, as has been jeeringly remarked, that permanent marriage was 'a fight to a finish.' Some other people are equally perturbed by the prospect of a sex-war as a result of women's competition with men for a livelihood. There are even alarmists who go so far as to picture a world in which, as a result of women's possession of the vote, all the women will vote one side against all men, and, being in a majority, will win. This theory is evidence of an extraordinary belief in the fundamental hostility of men and women—a hostility which nature, for her own purposes, has made quite impossible.

"That men are hostile to women is an assumption of a few feminists, but not one man in a hundred thousand is conscious of such hostility. And, if we can judge from the behavior of other animals, the male is much more likely to be hostile to another male than to the female. In the farmyard the cock will pursue another cock with hatred, but he is a model of courtesy to the hens. This may be despised as hypocritical chivalry, but at least it prevents anything like a sex-war in the farmyard. Man, it must be admitted, has not always lived up to the farmyard standard of behavior, but then there is no dark page in the records of the farmyard telling of an Eden lost through feminine foolishness. Man has more to forgive than any of the other male animals. He has his moods of chivalry, but it is natural that he should also have his moods of resentment. And it would be idle to attempt to conceal the fact that he has expressed this resentment freely and frequently in his dyspeptic moments—also, probably, attributable to women."

So many conflicting things have been said by men and women about men and women, we read then, that it is perfectly impossible to deduce from them that men are hostile to women or that they like women, or that women are hostile to men or that they like men. Indeed, this writer adds, it is not possible for any human being, moderately rational, to regard the entire population of the other sex with hatred or affection. He continues as follows:

"I confess for myself that, while wishing them well, I regard millions of women with complete indifference. But I regard several millions of men with the same indifference. I mean that, life being short, I should be sorry if they called on me. None of us can really like or dislike more than about a hundred fellow creatures. For racial or sectarian reasons, we may in a vague way dislike millions of people at a time; but no one can dislike millions of people on account of their sex. There can never be sex antagonism on the grand scale till men and women live in different quarters in the cities and cease to depend on each other both for pleasure and for profit. One can afford to dislike Catholics or Protestants, or Christians or Jews, because one can live apart from them. But men and women can not get sufficiently separate from each other to have a real sex-war."

Despite all that is said about antagonism between men and women, this contributor to *The New Statesman* doubts whether there is more vague hostility between them to-day than there was a hundred or a thousand years ago.

LETTERS - AND - ART

LITERATURE DRAMA MUSIC FINE-ARTS EDUCATION CULTURE

THE GREEK SPIRIT LIVED AGAIN IN BOURDELLE

BOURDELLE, THE FRENCH SCULPTOR, went to Greece and came back a changed man. Even the imperfect remains of her ancient treasures spoke a new message to him. Perhaps it was also the light that shines there as nowhere else, that made of him what it had done for Praxiteles and Phidias. Rodin, who was Bourdelle's master, is accounted Greek in spirit also, but Bourdelle was something more. Bourdelle died on October 2, and the French believe that in him they lose their greatest artist since Rodin. "Above all else Bourdelle was an architect," says André Suarès in *Comedia* (Paris), "that which Rodin was to a lesser degree, or not at all." Herein was the secret of his power, conceiving his subjects as monumental, "the material animated by the spirit in perfect harmony with the earth, the sky, and the light." His immense achievement is summarized in *Comedia*:

"The works of Bourdelle, are numerous. Emile-Antoine Bourdelle, sculptor, painter, aquarellist, designer, engraver, pastellist, who was born at Montauban on October 30, 1861, was familiar with and practised all of these types of creative art. He even composed various melodies, wrote many poems and commentaries on life and art. His activity was prodigious, his invention inexhaustible.

"Antoine Bourdelle was the creator of the monument of General Alvear erected at Buenos Aires, of the 'Virgin and Child' which stands on a hill in Alsace, of the monument in memory of the Americans who died in the war, at Pointe de Grave, of the 'Heracles the Archer' in the Musée du Luxembourg, of the windows in the church at Raincy, of the 'Monument of the Soldier Dead' of Montauban, of the frescoes and reliefs in the Théâtre des Champs-Élysées, of busts of Eiffel, Beethoven, Krishnamurti, Anatole France, James Frazer, Ingres; his Rodin may well be considered as one of the most moving of his works. He also modeled an 'Aphrodite,' a 'Pallas,' and a 'Sappho.' His 'Birth of Aphrodite' decorates the front of the theater at Marseilles. A fertile portraitist, Bourdelle made a magnificent painting of Paul Raynal, and many other celebrities posed for him.

"Clemenceau has oftentimes expressed the wish to have a bust of himself made by Bourdelle. The untimely death of the sculptor put an end to this worthy desire, as it did to the one for a bust of Marshal Foch. Bourdelle was thus deprived of the pleasure of making busts of two of the greatest figures of the war."

In Stanley Casson's "Some European Sculptors" (Oxford University Press, New York) is an appreciation of Bourdelle, from which we extract the paragraphs on the two of his works reproduced here:

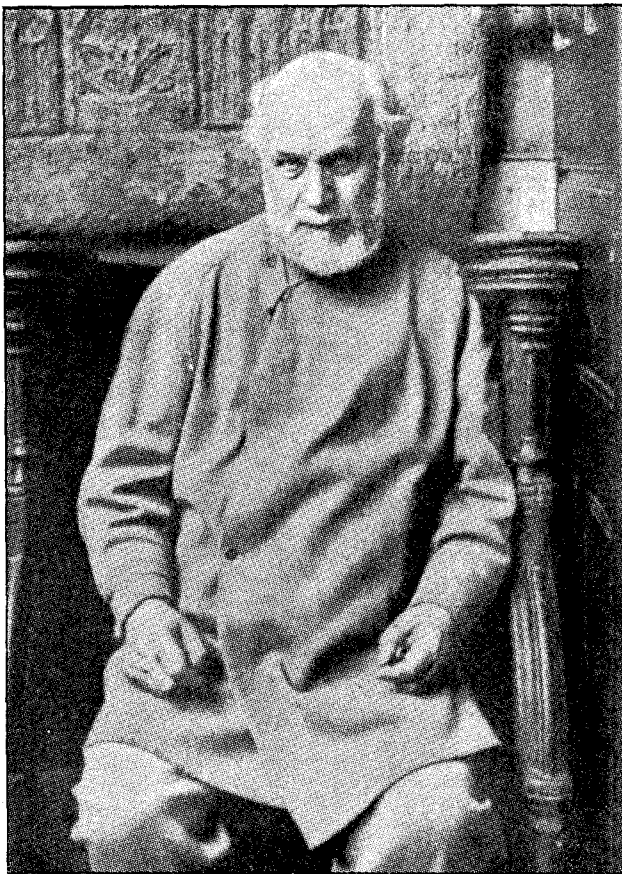
"His 'Heracles the Archer' in the Luxembourg is one of the most inventive and satisfactory sculptures of to-day. Achieved as early as 1908, it marks a turning-point in modern sculpture. The formalism of the face and the attitude of the Heracles balance evenly with its amazing vigor. Tenseness rather than motion is portrayed. Here is no 'transition from one attitude to another,' but motion seized at the summit of its tension. It is a work which the vocabulary of Rodin could never have expressed. Nor does it bear any direct relation to the antique. I know of no ancient Heracles which it resembles even remotely. And yet it owes its existence to the antiques and would command the respect

of any Greek sculptor. Here we see the true man of strength, half-god, half-fool, of classical legend, but in a way that is new, interpreted in a fresh but not un-Greek manner. That is the secret of so much of Bourdelle, he can assimilate the spirit of other ages. The Heracles has an architectural flavor. Much of Bourdelle's work is like this. It might be the central figure of a pediment of a temple, and yet it is an essentially modern conception: it shows a Heracles as we know him to have been, but as no ancient actually thought of representing him. Bourdelle is using antiquity in a legitimate way, and the cry of 'away from the antique' has no validity in the presence of such a work. This is no archaizing, yet no Greek would have given anything but praise to such a work.

"The 'Vierge d'Alsace' of Bourdelle, perhaps the most notable of all monuments of the Great War, was made to go upon a hillside at Niederbruck in Alsace; it is more than three times natural size and is, in some ways, his masterpiece. It is a successful blend of early French Gothic and archaic Greek, a blend the easier to achieve since the two phases of art solve the same problems, in an almost identical way.

The Byzantine formality of the drapery harmonizes with the simple archaism of the faces; yet there is no eclecticism, it is an essentially new work, and can rank among the masterpieces of this era. The Virgin stands in the attitude common to French statues of the fourteenth century, with the weight of the body on the right hip, the body itself curving gently, an attitude which is one of the great contributions of early French art to sculpture. On the right arm of the Virgin stands the Infant Christ, with arms outstretched in the Cross and supported, standing upright, by both the hands of the Virgin. The curving lines of the two arms of the Virgin balance to perfection the outer curves of the drapery she wears. The lines of drapery from the waist down repeat the lines of the body beneath in that harmonious rhythm which was one of the most notable in the inventions of Greek sculptors of the early fifth century. Bourdelle has synthesized from the past and used its discoveries anew as only a great artist can."

Important works of the late French master are to be seen in The Metropolitan and Brooklyn Museums.

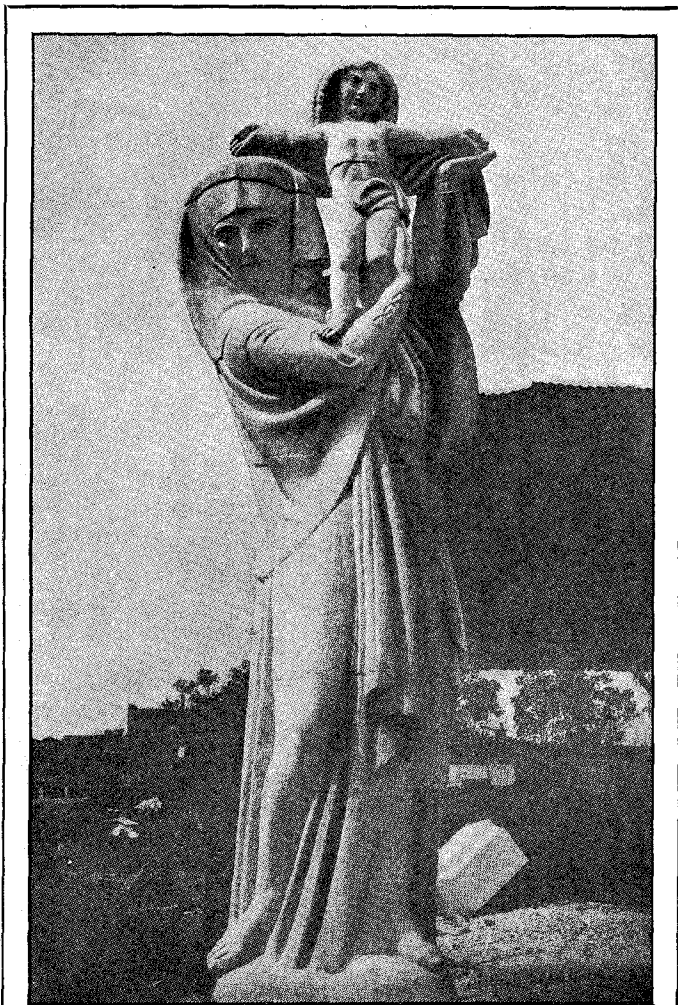


NEXT TO RODIN

The French counted Bourdelle their greatest modern sculptor.

TOO MUCH BANQUO

BANQUO HAS NO RIGHT TO HIS MURDER on the stage and a subsequent recital of the fact to *Macbeth*. This is un-Shakespearean, according to George Moore; and another play of the Bard of Avon comes under suspicion—in part. “*Macbeth*” has gone unchallenged so far, but now it is suspected as not quite genuine Shakespeare. “*Conversations with George Moore*,” by Geraint Goodwin, will shortly appear, containing, as the London *Daily Chronicle* asserts, the statement that the third scene of Act III, in which *Banquo* is murdered on



MOST NOTABLE OF ALL WAR MONUMENTS
A blend of French Gothic and archaic Greek, is Bourdelle's “*Virgin of Alsace*.” It stands on a hillside at Niederbruck.

the stage, is “a spurious piece that has been interpolated, that should never be there, and, being there, should not be allowed to remain.” The argument goes thus:

“If this scene is removed, it does not interfere with the action of the play, for in the next scene the murderers return to *Macbeth* and describe how they have slain *Banquo*, but that his son, *Fleance*, has escaped.

“I undertake to prove to you that the play “*Macbeth*” has been murdered; that a stupid blunder has been committed,” says Mr. Moore.

“Shakespeare’s hand is obvious up to the end of scene two. . . . There is no reason why he should have rushed three bloody villains on to the stage to do again what they have already done.

“The only explanation, as I suggest, is that Shakespeare, having written the act according to his conscience, was superseded by some hack who was told to give the public a mixture of the mud and blood of melodrama.”

“Mr. Moore declares that the verse in the alleged interpolated scene is obviously not the work of Shakespeare.”

Mr. Moore’s argument in support of his contention is not accepted off-hand by the New York *Sun*, which seems to be not among those who to-day believe in treating Shakespeare “rough.”

Shakespearean experts are already investigating the suggestion, we are told, even before Mr. Moore’s book has seen the light of day. This preliminary threat of rebuttal is not likely to scare off Mr. Moore, who has shown in the past how much he loves a quarrel. The *Sun* has this say:

“On the same ground the authorship of many another gory passage in Shakespeare might be disputed. Modern critics have long engaged in an effort to demonstrate that Shakespeare was so far in advance of his times that he escaped much of its sanguinary preoccupation with deeds of violence and vengeance. The author of the plays, on the contrary, was extremely fond of melodrama, mud, blood and all. The assassination of *Cæsar* took place in full view of the audience, and *Mark Antony* waved gory garments in the air, calling upon observers to see where the well-beloved *Brutus* had stabb’d and to mark how, when he had pluck’d his cursed steel away, the blood of *Cæsar* follow’d it, ‘as rushing out of doors to be resolved if *Brutus* so unkindly knock’d or no.’

“As for the verse not being the work of Shakespeare, there is verse in almost every play which does not harmonize with the bard’s finest notes. When he introduced persons of low estate into a play he usually made them talk as persons of low estate. It was hardly to be expected that the hiring assassins who killed *Banquo* would stand out under a westering sun and pronounce beautiful tropes to while away time before the victim appeared.

“Learned folk often disagree as to what Shakespeare did or did not write, but the reasons frequently advanced to support critical hobbies often offer greater mental difficulties than does simple acceptance of Shakespearean texts as they have come down through the years.”

Cesar Saerchinger, writing from London to the New York *Evening Post*, is more willing to yield to Mr. Moore on the question of interpolation:

“Shakespearean scholars say that the problem of interpolations is one which runs all through Shakespeare’s plays. It was customary in Shakespeare’s day, as to-day, to add to and change plays to suit the audience.

“Shakespeare himself was a ‘rewrite man’; he took old plays and wrote them up. The result is what we know, because he chanced to be a poet and among the greatest of human minds. But later on other playwrights were instructed to rewrite the old plays of Shakespeare.

“Much of this later rewriting was done for particular performances, and has long disappeared, but it is more than likely that fragments—and possibly more—remain.”

THE COVER

THE MOST ROMANTIC FIGURE of the early Plymouth colonists signs the “Compact” among the Mayflower celebrities. See him, John Alden, represented on the cover in a head-gear somewhat suggesting a pirate. Of course he became a bit piratical in his dealings with Priscilla. This being a continuation of our historical series, we turn the description over to Mr. Ferris the artist:

“On November 21, 1620, forty-one passengers of the *Mayflower* signed in her cabin what is known as the ‘Compact’ or ‘Combinacon,’ one of our first efforts toward a government by the people. This compact was precisely the provisional government which the Virginia Company in the preceding February had given them liberty to found ‘till a form of government be settled here for them.’

“Thus it read: ‘By those present, we, solemnly and mutually in the presence of God and one another, covenant and combine ourselves together into a Civil Body Politick for our better order and preservation . . . by Virtue hereof to enact, constitute and frame such just and equall Laws . . . as shall be thought most meet and convenient for ye general good of ye Colony. . . .’ This was done while still at sea and cruising off Cape Cod in search of a haven. Carver sits at the end of the old chest on which they write, Winslow holding the ink horn while Alden signs his name. Miles Standish sits in the foreground. Howland, Bradford, Allerton, Fuller, and so on are grouped about. The interior of the cabin was painted directly from an ancient structure, one of those few which have not been destroyed in the rush for change. How quickly these old things pass; it may be that government by the people too will pass, quicker than we know. Who can tell?”

"IS COLLEGE SPIRIT THE BUNK?"

THERE ARE TWO KINDS, according to Rube Goldberg. One is the undergraduate brand, but that doesn't deserve the name, because it is pure animal spirit. "It is merely a healthy display of temporary patriotism due principally to proximity. The college boy is on a four-year educational spree before going out into the world to pay his own rent." When football puts life and limb in hazard, the student's willingness to undergo the hazards doesn't spell "college spirit" to Mr. Goldberg. "He is breaking his neck," he says, "because he loves the glamour of it, and because all the other fellows are breaking their necks, and because he is a big healthy kid who likes to break his neck."

For the other kind of college spirit look to the "old boys." Mr. Goldberg's analysis appears in *College Humor* (New York), and may not be intended seriously. Lucky for him, perhaps, it needn't be, for to some "old boys" it will be anathema, while to others it will be revealed, possibly for the first time, as "the bunk":

"One day I got a letter from a prominent member of my college class saying that all the old alumni were getting together for the twenty-fifth reunion of the class of 1904. Just think! Twenty-five years out of college and we were going to get together like one big happy family and compare notes about the devious ways of the wicked world. I read the letter several times, and was really touched by a burst of sentiment that welled up from the depths of my hard-boiled carcass. Maybe, in the stress of life, I had forgotten the beautiful, clinging robustness of early association. Here was something very real and wonderful. It was like the stirring of an old memory that comes when a shrunk petal falls from a long-neglected book. I decided then and there to travel three thousand miles to the reunion and sing the old songs with the old birds.

"A list of names of classmates living near me in the East was enclosed in the letter, with an added note asking me to invite these dear old chums to the reunion, and to contribute one hundred dollars each toward the expenses, if they were financially able.

"First, I sent my check for one hundred dollars to the organizer of the reunion, with a note saying I would immediately communicate with every one on the list and impress upon him the great importance of this sentimental journey.

"There were seventeen names in all. I recognized two of them. One I had kept in very close touch with and watched achieve a brilliant professional success. The other I remembered well, but had not seen since we graduated together twenty-five years ago.

"I took two hours to compose a touching letter, asking them to contribute if they could, but particularly to come with me across the continent to the big class celebration. If I do say it myself, it was a real tear jerker. Al Jolson killing off a mother or a little son in a talking movie was nothing compared to my heart-breaking wail. I wept with virtuous love for everything in general when my stenographer showed me the seventeen copies of my masterpiece, all ready to be sent out to my seventeen brothers and sisters on my Alma Mater's side. The letters were mailed and I waited.

"Now comes the big news. How many answers do you think I received? No, you're wrong. I didn't get a single one. Three letters were returned, marked 'wrong address,' and one of the boys called up and said he had attended to the matter through another source. We talked over old times for a minute, and said we would get together, which we never will.

"Of course, my own enthusiasm had cooled off considerably by this time. I was kidding myself. I never went to the reunion because I was afraid I would not get back in time to see my little boy off to camp, and because I had a series of appointments with the dentist, and because I had to pay my income tax, and because it would put me behind in my work—and because I didn't feel like going anyway.

"No doubt the reunion was a terrific success for those for whom it was convenient to attend, and who could spare the evening. I haven't heard.

"The whole thing is relative. If there is any such thing as college spirit, it is the four-year variety. After that, it is just like belonging to a lodge, only you go once a year, if you go at all, instead of every Thursday night. And then it's pretty hard to get good beer."

MR. HENDERSON'S PET AVERSION

"PRODIGIOUS," SAID DOMINIE SAMPSON, and he has many echoers, but the *Sun's* music critic is not one. He gives warning that he's already fed up on the grown-up prodigies, and refuses to be enraptured by the eight- and ten-year-olds. He was discreetly non-committal about young Ricci, the eight-year-old new wonder. Here he goes:

"THE STANDARD DICTIONARY' defines 'prodigy' thus: 'Something so extraordinary as to excite wonder and admiration; a person or thing of remarkable qualities or powers; as, an infant prodigy. 2. A monstrosity.' Personally, I am pretty thoroughly fed up on prodigies. I am tired of observing George



MOTION SEIZED AT THE SUMMIT OF TENSION

Bourdelle's "Heracles the Archer" it is said, "might be the central figure of the pediment of a temple."

Bernard Shaw performing as one. I weary of seeing a human being who is afraid to act or speak naturally for fear the world will suspect him of the weakness of being commonplace. I am almost tired of G. K. Chesterton because he is so incessantly prodigious, overpowering, and all-fired smart.

"I might even be tired of Mencken, did I not know him to be a first-rate fellow, well-equipped with blue veins, a man, and a brother. If I knew Heywood Broun, or had time to read him, which I can do only semioccasionally, maybe I would be tired of him, too. Now I am alarmed lest the continual insistence upon the fact that Toscanini is a prodigy may make me tired of him, and I don't wish to be, because he is a great conductor, and greatest in that he does not aspire to be regarded as a prodigy, but rather as a devoted and even passionate servant of the mighty masters whom he interprets with such clarifying vision. But if things go on, one may come to see him as '2. A monstrosity,' something like Stokowski interpreting Varese.

"And now before me stretches a long procession of little boys coming to play upon violins and pianos, helpless instruments which can neither strike nor scratch back. Why any one should desire to hear little boys perform upon musical instruments when men and women can do it so much better is beyond explanation. Perhaps people who like this sort of thing belong to the vast army of 'Ah' men—the folk who always exclaim 'Ah-h-h' in half-choked emotional sobs when a baby is shown on the moving-picture screen, no matter how ugly it may be."

RELIGION-AND-SOCIAL-SERVICE

GOD'S WILL SEEN IN THE FIVE-DAY WEEK

EVEN BEFORE MAN WAS CONDEMNED to earn his bread in the sweat of his brow, he was created to enjoy the earth and the fruits thereof, says John J. Raskob, millionaire and idealist, who is not too far removed from perspiring hosts to uphold their dream of a shorter work-week and more time for the recreation of their bodies and the solace of their souls. He notes that the five-day week has already made its appearance in the American industrial scene, as so reported in *THE LITERARY DIGEST* May 18, and he predicts that its present success will cause it to be adopted by practically all the major industries within the next few years. The old idea that the toiler must be driven as hard, as long, and for as little return as he will stand, is a century out of date, he writes in *The North American Review*. "We have traveled a long way since that time," he says, "partly because the moral sense of civilized people revolted, and partly because such a system proved to be bad business." The former Chairman of the Finance Committee of the General Motors Corporation and of the Democratic National Committee argues from both the moral and the material plane. The five-day work-week is good for man and it is good for business. Looking at it from a practical standpoint, he is firmly convinced that the worker would probably produce not only as much, but more, in five days, even with only the present equipment. For, he says:

"The knowledge that he had two days out of seven in which to enjoy life and family companionship would make every ambitious worker in the land more efficient. But, in addition, modern machinery, methods and power have already developed a vast margin of unused production capacity, and there is literally no limit at present to be foreseen to further progress in this direction. In other words, America is in shape to produce in five days all she can consume in seven, with a lot left over for export. That being so, the five-day week, in my judgment, should become the rule in America with as little delay as possible.

"The fact is that we are getting in position, in this country, really to demonstrate how organized, civilized society can further the divine purpose that man should enjoy the earth and the fruits thereof. The question may arise, if the workers now receiving high wages are not spending as much as they should, what are they doing with their money? Much of it, of course, is being banked. If it were more liberally spent for goods it would be just as promptly banked in another way. Industry benefits when the workers' wages are added to the capital available for production enterprises, but not as much as if they were first liberally used for the purchase and consumption of goods, and not as much as if, instead of earning low interest or none at all, they shared at first hand in the profits of industry and business."

If all workers become participating owners of our industries by means of stockholdings, says Mr. Raskob, "we shall become in fact a true industrial democracy; that is to say, we shall be one vast national partnership in the business of getting the most good and the most value out of life." Indeed, he goes on:

"We shall arrive, if you please, at something like the goal of the Socialists, with this difference, that instead of an impossible and disastrous leveling of human beings with their infinite variety of capacities which fight against leveling, we shall preserve and utilize the advantages of exceptional ability, the qualities of leadership, to organize and guide the common industrial machine to the benefit of all. There is nothing revolutionary or fantastic in these propositions. Already millions of workers are shareholders in the particular industries in which they are employed. Already customer ownership in the public utility field has pointed the way. Our greatest and most prosperous enterprises are dominated by men who have won the confidence of the workers—and have been magnificently rewarded by the greatest efficiency, good-will and loyalty ever demonstrated by workers anywhere. I conceive it to be a simple, logical and necessary extension of the leadership function for those in a position to judge values and prospects to help their partners, the workers, toward the more profitable investment of their money."

As it is now, "75 per cent. of all men over the age of sixty-five are dependent," which Mr. Raskob characterizes as a blot on our civilization. He places no faith in pension plans, saying they are ineffective and wrong in principle. "They take money from workers and invest it in lowest-yield securities. Then if a man changes employers, he loses his benefits." What workers need, thinks Mr. Raskob, is "opportunity and guidance toward investing their own money in the active progress of American business, and reaping the full rewards and profits." He advises that industrial society has now reached the point where the worker should invest a considerable portion of his income directly in equities through the purchase of sound common stocks, and goes on:

"His greatest security is that American industry is going irresistibly ahead and that American prosperity will last and grow and increase. We have had some years of it now and have found it so satisfying that no one is going to 'upset the apple-cart.' Leadership and guidance are all we need, and the worker can depend upon the industrial leaders guiding his investments in good faith just as he now depends on the insurance men to guide him correctly in the selection of a policy, and for the same reason—that it is good business. It will be more than that, too, for some of our greatest captains of industry and masters of finance will derive the greatest satisfaction of their lives from serving their less affluent partners, the workmen, in such an investment



International Newsreel photograph

HE BELIEVES IN MORE REST

John J. Raskob says it will mean better business, and the former Chairman of the Finance Committee of the General Motors Corporation is confident that "America is in shape to produce in five days all she can consume in seven," and "to demonstrate how organized, civilized society can further the divine purpose that man should enjoy the earth and the fruits thereof."

corporation as I have foreshadowed. For the miser-instinct and the miser-mind are really very rare, be it said to the credit of human nature; and men who have vast wealth really do seek opportunity to serve others."

NOW—A CREEDLESS CULT

TWO HUNDRED OR MORE DENOMINATIONS—and now "Humanism," a creedless cult, or liberal philosophy, to describe it in some fashion, is given to New York and points south and west by Dr. Charles Francis Potter, who, before he settled down in his present spiritual habitation, housed his soul, successively, we are told, in the Baptist, Unitarian, and Universalist faiths. He was most recently pastor of the Universalist Church of the Divine Paternity, New York. That church refused to entertain his liberal doctrines, we read, and he resigned last spring to found "a new faith for a new age." He has obtained considerable notice in the press for his faith in himself and the success which has so far attended it, and due mention was made of the introductory service of the First Humanist Society of New York. Other units have been established, as press reports quote Dr. Potter, in Chicago, Dayton, Louisville, Minneapolis, Hollywood, and Los Angeles.

The new philosophy has cut loose from all the ancient moorings, and knows neither heaven nor hell. The chief differences between it and the old, as explained by Dr. Potter, we read in press accounts, are:

"Old—The chief end of man is to glorify God.

"New—The chief end of man is to improve himself, both as an individual and as a race.

"Old—Man is inherently evil and a worm of the dust.

"New—Man is inherently good and of infinite possibilities.

"Old—Man should submit to the will of God.

"New—Man should not submit to injustice or suffering without protest, and should endeavor to remove its causes.

"Old—The truth is to be found in one religion only.

"New—There are truths in all religions and outside of religions.

"Old—God created the world and man.

"New—The world and man evolved.

"Old—The ideas of sin, salvation, redemption, prayer, worship are important.

"New—Those ideas are unimportant in religion.

"Old—Salvation comes from outside of man.

"New—Improvement comes from within. No man or God can 'save' another man.

"Old—Hell is a place of eternal torment for the wicked.

"New—Suffering is the natural result of breaking the laws of right living.

"Old—Heaven is the place where good people go when they die.

"New—Doing right brings its own satisfaction."

Dr. Potter envisages, we read in press reports of the first service, a religion without prayers, without creeds, baptism, or clergy; which offers lectures instead of formal sermons, which will create its own hymns and revise the traditional marriage ceremony. "Obey" will be stricken from the wedding vows, and "the bride will not be given away, because women are properties in their own rights." Prayers will not be used, "as they are inconsistent with the Humanistic conception of religion. Prayers are in essence the begging of favors, material or spiritual, from a monarchic deity. The classical prayer consists of the ascription of praise to put God in a good humor; then of thanksgiving to

show that you appreciate favors, and then of petition." The society will not object to divorce, but will seek to reduce the number of separations by urging better preparation for marriage. Leaders or officers of Humanism will not be called ministers, bishops, or priests. "These names," says Dr. Potter, "have rather unpleasant connotations and seem to Humanists to belong to a previous type of civilization." Rather there will be leaders of meditation, music, education, and other subjects, altho in a small society the leaders may be combined in one person. In short, "the task before Humanism is to release man's soul from bondage to the fear of God. The fear of God is not the beginning of wisdom, it is frequently the end of it. Souls have been warped and stunted by the inhibitory fear complex and deity obsession."

"Why," asks *The Reformed Church Messenger*, "call such sublimated egotism by the name 'religion'? Assuredly our dictionaries must be rewritten if we are to find justification for thus describing the pronouncement of Mr. Potter. To us it sounds like the denial or nullification of religion. And it will fail," insists *The Messenger*, "as all other efforts have failed which sought to substitute the self-will of man for the good-will of God." "Even tho it be true that in historic Christianity, and in the Christianity of the churches as we see it to-day, too large emphasis has been put on institution and creed and salvation itself," comments the *Pittsburgh Christian Advocate* (Methodist), "is it not a simple matter of fact that Humanism has a very large place in the New Testament—in the religion of Jesus and the faith of Paul and other Christian characters? Has not the Bible won its place by reason of its emphasis on the meaning and worth of human life? Has not the God revealed in Christ shown Himself the Friend of men? How large a place would the Humanism now in the world have gained apart from Christianity?" "Great preachers who have outstept their denominations in the past and drawn crowds through daring utterances or personal charm," declares *The*

Churchman (Episcopal), "have usually left holes where their pulpits stood." "Would it not," asks *The Christian Century* (Undenominational), "be clearer, truer, and briefer, for Dr. Potter to say: 'You believe in some sort of God; I don't?'"

But the *New Haven Journal-Courier*, to turn to a secular paper for a moment, finds that those who seek peace of mind and some sort of spiritual assurance in a philosophy of Dr. Potter's kind are victims of the times, and that the responsibility for their breaking away from the old faith is not theirs but the churches'. And it remarks:

"Those church leaders who assault them as heretics, wilful wanderers, unregenerate, and so on, are not helping their own cause in the least, but rather harming it. Religion, true religion, was never a thing that could be enforced or cultivated by rigorous command or by any form of force. It must win its adherents by persuasion, and that is the course it has always taken when it has been successful.

"It may be depended upon that those who have straggled from the fold have not done so wilfully. They regret the severance from ancestral ties and faiths as much as the churches do. They would believe if they could; the fact that they can not is not on their responsibility but on that of the churches from which they have strayed. The fact that they take up with such eagerness some new theory, some new philosophy like that of Dr. Potter's, shows this. It is the wrong tactics to upbraid them, when persuasion is what they need."



Keystone View photograph

NO HELL, OR HEAVEN EITHER

And Dr. Charles Francis Potter also discards the idea of prayer in his humanistic philosophy, whose task, he says, "is to release man's soul from bondage to the fear of the Lord."

THE CURSE OF MEDDLING LAYMEN

NO LAYMAN WOULD PERMIT A MINISTER to tell him how the sink in his kitchen should be repaired, whether he shall have a gas-stove or not, what kind of electric fixtures he shall use in his residence, or how he shall regulate his domestic economy. But that, says Dr. Herbert Parrish, is exactly what the layman does to the minister. Lay boards not only dictate how the minister shall run his household, but interfere with him in the conduct of church affairs as if he were entirely without expert knowledge on the subject. Indeed, we are almost led to believe, some lay boards would attempt to run the Kingdom of Heaven if they had half a chance. All of which, says Dr. Parrish, who, after a long and successful ministry in a New Jersey parish, has retired to live under the shadow of his ancient college, explains why few ministers are happy in their work. He is convinced, he writes in *The Atlantic Monthly*, that "the system of lay control is the chief barrier to advance in the Protestant churches." As they are constituted, he says, "the Protestant churches strongly resemble a company of soldiers in which the captain is directed by the rank and file, a ship in which mutinous sailors have control, a business in which the workers direct the officers, a government in which a system of Soviets obtains. Whatever may be said for the system, it certainly is not comfortable for the chief official." Dr. Parrish's criticisms sometimes rub his coworkers the wrong way, but here he comes to their defense against lay boards, and perhaps now they will give him a more complacent hearing. This lay control, he goes on indignantly, "is an intolerable system," and he has "never yet met a minister who did not groan under it." Dr. Parrish declaims, too, against institutionalism, which he finds a serious brake to spiritual progress, for, as he sees it now:

"There is too much Churchianity and too little Christianity. Too much machinery and not enough Spirit. Success is measured not by the development of piety toward God and charity toward men, but by the vulgar standards of the world—plenty of noise, notices in the newspapers, a booming organization in which one can rise to social prominence and to ecclesiastical preferment. It is my earnest persuasion that the need of our time is not so much the development of powerful ecclesiastical organizations as the realization of spiritual values. This is a matter of emphasis. But it is also a matter of reconstruction. To do this work ministers must be made free. They should be released from the necessity of building up these elaborate organizations of generally futile activities, of becoming merely a social center, of straining every effort to raise money for the programs of their governing officials, of laboring under the crippling limitation of a control by lay popes, small-minded men in petty offices. Their condition should be apostolic—very poor, if you like, but independent, with a sense of divine vocation, as officers of the Church Militant, courtiers of the Kingdom of God, messengers of the Great King. At the present time very much of the ecclesiastical mechanism with which it is attempted to get results of a spiritual nature is outworn. To attempt to use it is like driving a dead horse. It does more than cramp one's style; it is an imprisonment, cruel and stupid. Such a system should be shattered."

ANOTHER STEP IN UNITY

ONE OF THE MOST SIGNIFICANT STEPS in church union in this country occurred in Piqua, Ohio, recently, when the National Council of Congregational Churches and the General Convention of the Christian Church united. The plan of merger was adopted by the Congregationalists last May, and it is now ratified by the action of the Christian Church.

One of the first to hail the union is that staunch advocate of unity, Dr. Peter Ainslie, minister of the Christian Temple in Baltimore, a church of the Disciples of Christ. "We have had in this country mergers of different units of the same religious family," he says, as he is quoted in the *Baltimore Sun*. "But this is the first time that two distinctly separate religious families have united. It is one of the most significant events in Protestantism in this country." The merger, the *Brooklyn Eagle* reminds us, brings together 1,800,000 Protestant communicants, and it declares its belief that "the trend toward the waiving of creeds in the interest of vital religion, unless we are much mistaken, is certain to reduce materially the number of non-churchgoers in America." "Mergers of organizations of similar faith, polity, and even name are naturally the first to be sought, and the easiest to accomplish," notes the *Philadelphia Evening Bulletin*, and it believes that "precedents on both sides of the Atlantic are powerfully aiding the promising movements already in progress for reunion of the separate branches of Methodists and Presbyterians." The *Kansas City Times*, too, sees that church union on a broadened scale is approaching, and it observes:

"The stock expression about 'a host of warring sects' is getting out of date. In the case of the larger churches, in the larger cities, the differences that survive largely are nominal and have to do more with practical matters of organization than with doctrine and beliefs."

"Of course, as in Scotland, Canada, and elsewhere, there are and will remain the extremely conservative elements

which not only are opposed to union of any character but are concerned extensively with the stressing of individual teaching and points of faith. Also, it is to be expected that the rise and spread of cults of a wide variety will be continued. Yet, with all that, union in essence or actuality is perhaps the major development of Protestantism to-day.

"It is likely to be hastened, on the one hand, by a growing conception as to the value of widely cooperative activity, and by movements, particularly within the larger groups, toward the weeding out of the small, inefficient church and the forming of larger congregational units.

"For instance, in a recent year, the total number of churches in the United States decreased by nearly 1,500. But the membership gain at the same time was more than half a million. As the larger units are effected, there is a demand for abler ministers, and a more alert and modern type of leadership, which obviously will hasten the elimination of differences of various sorts.

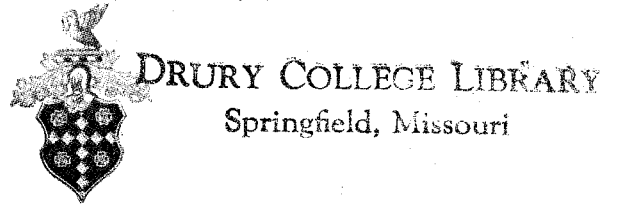
"Yet it is being understood that the mere fact of union is not in itself a virtue, altho it can be made an immense practical advantage. The really desirable condition is no more a complete unity of faith (a frank impossibility) than the widest diversity of organization. But it is a working agreement upon essential points affecting the duty and responsibility of organized religion."



P. & A. photograph

KICKING OVER THE TRACES

Dr. Herbert Parrish says that "the system of lay control is the chief barrier to advance in the Protestant churches."



L U X U R I O U S T R A N S P O R T A T I O N

PACKARD luxury has never been more apparent than in the new series Packard Straight-Eights recently introduced. The three complete lines—Standard, Custom and De Luxe—have all been still further refined and improved, in motor, in chassis and in body.

The characteristic grace of Packard lines is retained, for Packard does not depreciate cars in the hands of owners by radical and unnecessary changes. But the new cars are outstandingly more comfortable, more convenient, more luxurious than ever before.

And as a further advance in truly luxurious transportation, Packard has added to all three lines a practical and beautiful new model—the Five-Passenger Coupe.

This car, pictured below, makes available for five the luxury of seats arranged well forward on the chassis—and at no sacrifice of roominess or comfort. Ample luggage space is provided at the rear.

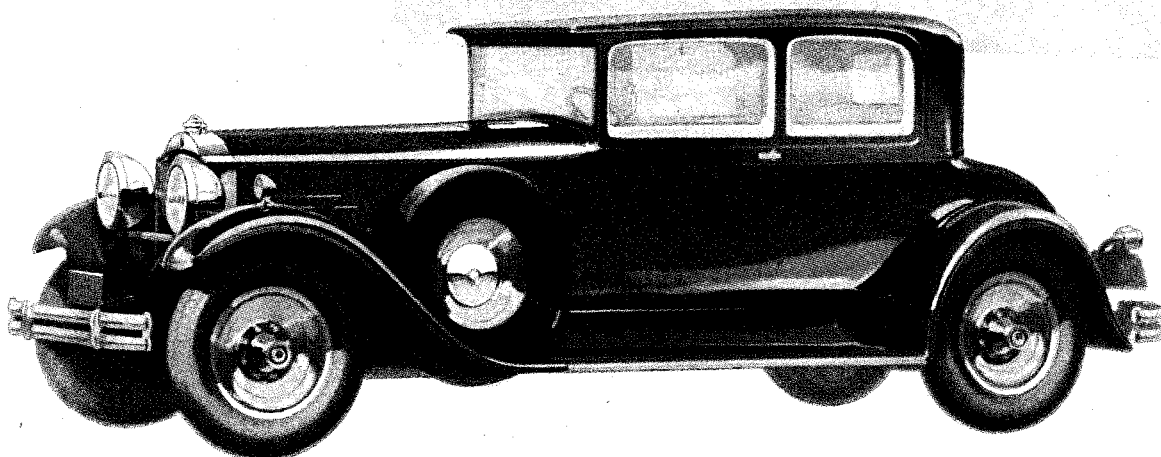
In the Custom and De Luxe lines, as well as in the Standard line, a Five-Passenger Sedan has now been provided—to meet a growing demand for this model on the longer wheelbase chassis. Packard dealers everywhere are displaying the latest Packard Straight-Eights.

PACKARD

ASK THE MAN WHO
OWNS ONE



The smoothly gliding gondola, rich with silken hangings and gold embroidery, has long typified in song and story the height of Venetian luxury in transportation



CURRENT - POETRY

Unsolicited contributions to this department can not be returned

FIRST in the *Cleveland Plain Dealer*,
next in the *New York Sun*, this may
continue on a round to urge reflection:

COMMON LOT

BY TED ROBINSON

"Life is a tragedy for those who feel,
A comedy for those who think."

Thus said

A wise man, and it struck me as I read
The words, that he had closed as with a seal
The volume of Philosophy. The wheel
To which we all are bound rolls straight ahead
And knows no tears or laughter; we are led
By our own temperament to woe or weal.

And yet, how few have feeling without thought!
And thought without emotion, fewer still.
To the great number of us, life is naught
But tragi-comedy; we laugh our fill
Hysterically, laugh until we weep—
Then, ere the tears cease flowing, fall on sleep.

Two sonnets from *The Commonwealth*
(New York) are worth remembering:

MARYLAND OCTOBER

BY ERNEST HARTSOCK

Land of the purple apples and fat churns,
Ripe hermitage of hardihood and peace,
Home to your harvest hills my heart returns,
Seeking the fields where autumn's golden fleece
Teaches the weary argonaut his goal.
Yours is the fragrant pasture, the sweet loam
Where urgencies of earth refresh the soul—
Land of the great red barn, the great white home!

Thick in your meadows where rich rivers run,
The wigwams of the gathered corn are set,
As round the campfire of the crimson sun
The Indian Summer smokes its calumet—
Here may I spend when summer days depart,
The mellow brief October of my heart!

OXFORD BELLS

BY SISTER MARIS STELLA

Always the ghost of these will wake again,
When other bells have clamored and been still—
Nowhere are bells that half so sweetly fill
The shaken tower, the drifting flaws of rain—
Of myriad sounds these only will remain.
Even waters poured all night under a mill
May be forgot, but on a distant hill,
When carillons die out across the plain

There will come back some morning's purity
Of bells, peal after peal of silver song,
Magdalen's sweet tune, or the tumultuous chimes
Of all the bells on some high noon in glee
Reverberant; or, echoing deep and long,
The bell of Christ's, tolling its hundred times.

In the *New York Herald Tribune Magazine*
is this lament on recent unhappy
events in Palestine:

HEARTBREAK LAND

BY JOSEPH AUSLANDER

There is no peace in Palestine:
Dominion of the Prince of Peace;
The land of honey and of wine,
Of olives and the silver fleece.

"Jerusalem the Golden blest!"—
Ah, so we sang the lovely psalm!—
Where for the weary is no rest,
And for the crucified no calm.

Where shall the exile lay his head?
Even the fox has found a place.
Must we still bleed? Have we not bled?
Need we new thorns to crown His face?

Shall our perpetual pettiness
Discover Him? Shall our eyes see,
Beyond our little No and Yes,
The final triumph of the Tree?

The holy water in the well—
Is it not sweet to Gentile? Jew?
And shall the thirsting Infidel
Not find the water holy too?

Must the old bitter feuds offend
His ears? How long shall Israel call?
When shall the heartbreak know an end?
Our heartbreak at the Wailing Wall!

If this song in the *New York Herald Tribune*
is a little late for the autumn glory,
still memory has not yet dimmed:

AN OLD AUTUMNAL STORY

BY DAVID MORTON

My heart should not be troubled by this thing:
When will it learn that maples gone to flame
Are but the sequel to another spring,
The final syllable or summer's name?
And what the old beech scatters through the grass
Is not of gold, though it appear to be:
My heart should know that what has come to pass
Is but the autumn stripping of a tree.

But always, still, I make too much of these—
Old tales of beeches and of maples burning,
That have another telling in the trees
Of every autumn—and the heart goes learning
Over again its own autumnal story,
From these slow griefs and this brief golden glory.

THE crispness and color of autumn and
the excitement of the chase are in this
sonnet from a recent volume, "The King
with Three Faces" (Scribner's). But there
is also a deeper note of spiritual beauty,
we discover as we read:

THE LISTENER

BY MARJORIE ALLEN SEIFFERT

The hounds of autumn nose the rustling leaves
And chase the wind. . . . He hears a distant cry
That echoing down the mountainside deceives
His heart. Beauty herself goes riding by.
Beauty goes hunting down a magic hollow
And trails her hounds across a trackless meadow:
Fleet as the frosty wind, they follow, follow
A golden stag, elusive as a shadow.
He would be Beauty's hound, swiftest of foot,
In all her pack the keenest and the first
Behind the golden quarry, and lead pursuit
Till in his side the laboring heart should burst.
But he stands listening to a distant call
And whence it comes he does not know at all.

SUCH a tribute the modern girl may lay
to her heart and thank *The Irish States-
man* (Dublin):

TO EMILY MINER

BY O. G.

O young and lovely! Now I'm left
With old ideals gone;
Bereft of power to praise, bereft
Of high comparison.

When Helen first put up her hair,
She may have looked like you;
Or Dian holding back a tear
For the first fawn she slew.

There's not a limb in Melian land,
Or veiled in Coan seas,
Which lissom chisel planed; or planned
By rapt Praxiteles,

To match you from your folded feet
To little lifted chin,
A line of perfect limbs which meet;
And not a beam gets in!

But if there is not for the eye
An equal in the heart,
The outer vision fades; so I,
To find your counterpart,

Call back the loveliness to aid
Which stars my world of song:
Ladies whom Time has lovelier made,
And think of them when young.

But what are the planets when the bright
New crescent, tall and shy,
Tip-toes across the orchard light
Which tinges half the sky?

SEA-TRAVELERS who look upon birds far
out from land often wonder how their
life begins, and here is an explanation in
the *New York Evening Post*:

THE NEST OF THE PETREL

BY CHARLES BALLARD

Under the charge of the blast and the deafening
guns of the sea
Is soft, wild music;
For the sea-gods know there is hid in a cleft in the
rock above them
The nest of the petrel:
On this bleak, beaten rampart of stone
A tiny home, full of peace and warm content.

And there the mother-bird sits and covers her
huddled younglings,
Hushing weak, little restless cries with the soothing
warmth of her feathers,
And the tender, mothering love-notes that com-
fort the woes of all nestlings.

There she will not fear the gale's mad, merciless
fury,
Or the frenzied waves shouting doom,
Hearing only in her covert, deep in the rock's
dark peace,
The storm's lullaby.

The Bulletin (Sydney) reports on the dis-
illusion that the talkies bring to some of
our distant friends:

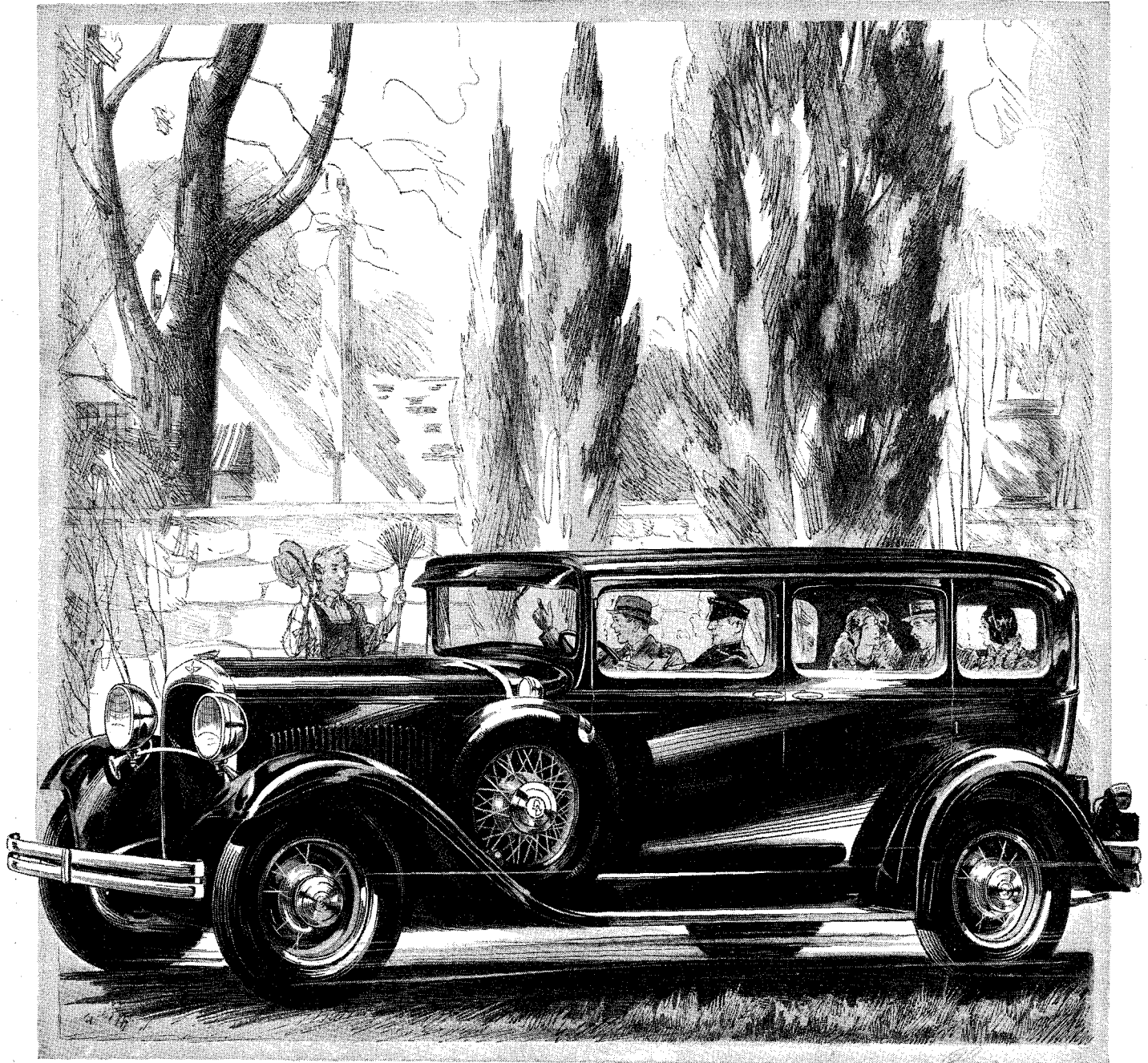
THE DUMB SPEAK

BY HASEN

Sweet vision of the voiceless screen,
Dear silent ghost of other days,
How long your matchless face and mien
Have held my fascinated gaze!
That figure of unequalled grace,
Alluring lips, mysterious eyes . . .
I could but worship, and abase
My worthless head—but now I rise.
I may no longer kneel to you
Since hearing, "Whadd'ya gonna do?"

Dear shadow, bodiless, sublime,
So like a winsome elf you come,
To fail to love you were a crime;
But now—would that I could reclaim
Lost ecstasy! Ah, how I thrilled
Through films too many to compute,
To every gesture as you willed;
But then, sweet maid, you still were mute,
And now that perfect mouth can speak,
And says, "My goll friend's gaht a sheek!"

Sweet vision of the voiceless screen,
Beloved ghost of other days,
How long enthralled I might have been,
If they had left you dumb always!



The De Luxe Sedan (wire wheels extra)

ENDURING EXCELLENCE

Long after the average car begins to show the effects of mileage, the Dodge Six continues to prove its mettle. It is so well made it preserves its "newness" and youthfulness even after thousands of miles of travel. The body remains tight and rigid. The finish retains its lustre. The brakes stay permanently efficient. The whole mechanical assembly continues to perform with utmost smoothness, responsiveness, ease and economy. It is only such enduring excellence which has given the Dodge Six its world-wide reputation for durability, dependability and long-life.

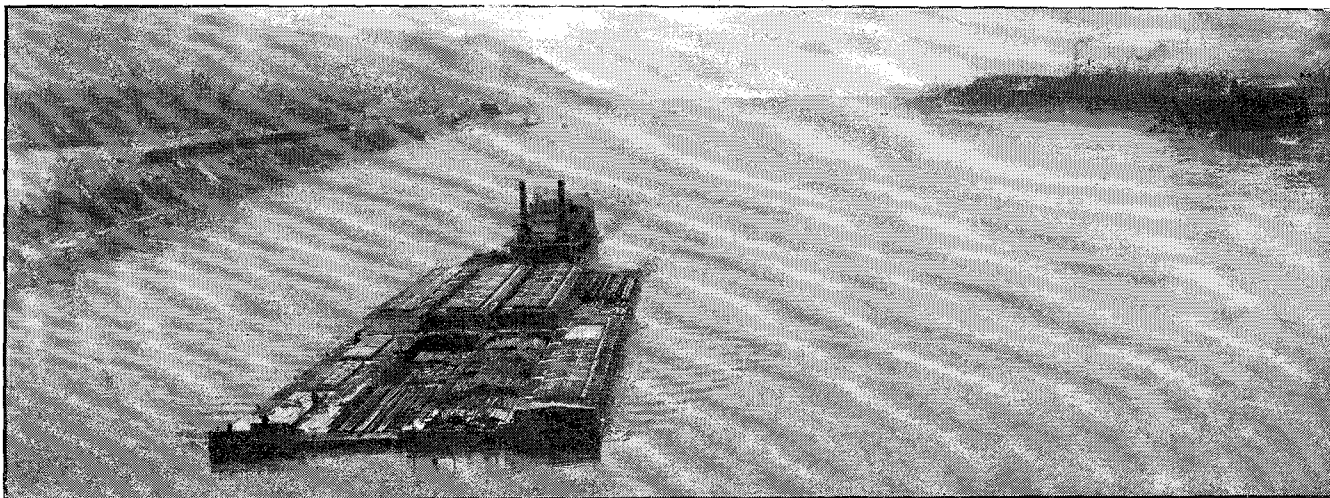
CONVENIENT TERMS

DODGE BROTHERS SIX



CHRYSLER MOTORS PRODUCT

SCIENCE • AND • INVENTION



Courtesy of *The Review of Reviews* (New York)

"THE VISION OF WASHINGTON, THE ENGINEER, HAS BECOME A REALITY"

"It is fitting that this year's celebration should be participated in by another engineer President, Herbert Hoover, whose advocacy of improved waterways assures new inland water routes and the bettering of old ones." Steamer *City of Pittsburgh* going down the Ohio with eight barges of steel.

THE NEW OHIO RIVER

IT HAS TAKEN MORE THAN A CENTURY to build the locks and dams that make it possible—not a century of actual construction, but of intermittent building, with intervals when the users of the river, and the Congress of the United States, became gradually educated in the practical arts of river-improvement. Now at last President Hoover has opened a nine-foot channel from Pittsburgh to Cairo, good in flood and good in drought. Where in the old days boatmen waited for months for the river to rise, they now find the needed depth every month, and every day in the year. Maj. Edmund L. Daley, of the U. S. Engineer Corps, writes thus of this great achievement in *The Review of Reviews* (New York) under the title, "Modern Argosies on the Ohio." He says:

"In its original condition, the Ohio was obstructed by snags, rocks, gravel, and sand-bars. Extreme low water afforded depths of but one foot at the head near Pittsburgh, and but two feet near its mouth at Cairo. Under such conditions navigation was not only hazardous but unreliable. The large Pittsburgh coal tows were assembled in enormous fleets waiting sometimes six months for 'coal-boat stage.'

"Not only were there the natural hazards of the river but engineering had not progressed far enough to provide bridges of adequate spans. With scores of fleets on a run down river, disaster awaited them at bars and bends and chutes, and also at the piers of bridges of insufficient spans.

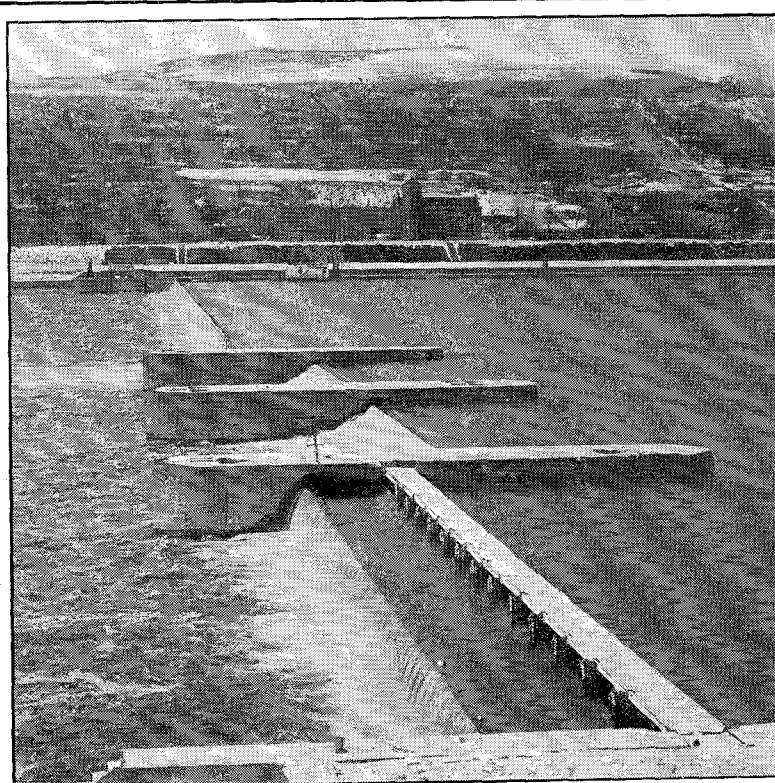
"To be a real national asset water transportation must be continuous, dependable, and without unreasonable hazards. In the first years of the nineteenth century the legislatures of Kentucky and Ohio interested themselves in the improvement of the Ohio River. A quarter of a century of agitation succeeded in obtaining from the Federal Government a modest appropriation.

"Superintendence of the improvements was assigned by President Monroe, in 1824, to the Corps of Engineers of the U. S. Army. Now, in the year 1929, President Hoover has recognized the achievement of a dependable year-round nine-foot navigation on the Ohio River.

"Early improvements consisted in the removal of snags, boulders, and bar obstructions. Secondary channels were cut off by dams. Dikes were built to concentrate the water and increase the depth. Dredging augmented these works. Yet navigation was far from dependable or continuous.

"Fifty years ago Col. William E. Merrill became convinced that a slack water system was the only dependable method. Such a system requires the construction of numerous dams across the river raising the water into a series of lakes. Raising or lowering vessels is readily accomplished by means of locks.

"In a stream of the flashy character of the Ohio, with many months of flood stages, it is desirable, if possible, to form pools by movable instead of fixt dams. Movable dams are of many types. That adopted for the Ohio has a navigable pass through the dam at least 600 feet long, of hinged wickets which can either lie flat or be raised to an erect



Courtesy of the Chief of Engineers, U. S. Army

ONE OF THE DAMS THAT HAVE MADE THE OHIO A NEW RIVER

BUILDING THE FORTRESSES OF HEALTH

One of a series of messages by Parke, Davis & Company, telling how the worker in medical science, your physician, and the maker of medicines, are surrounding you with stronger health defenses year by year.



Eighty perilous miles with a bushel of sea-salt

It was a wild and tortuous eighty-mile road that led from the sea through the White Mountains to Eleazer Colebrook's home in Coos County, New Hampshire, way back in the 1790's.

But whenever that sturdy pioneer went down to the sea, he always strapped a bushel of sea-salt on his back, and, in the face of grueling hardship, carried it home to his family.

Coos County settlers frequently suffered from enlargement of the thyroid gland, or goiter. And they had learned by experience that sea-salt prevented the development of goiter—just why, they didn't know. It was twenty years later before iodine, a chemical element comparatively abundant in unrefined salt, was discovered.

Why the thyroid gland enlarges

The thyroid gland produces and sends into the blood stream a secretion containing iodine. But if the diet is deficient in iodine the regular production of this secretion is threatened and the thyroid gland enlarges to increase its efficiency. This is *simple* goiter, the most common form of the disease.

But nearly all goiters, simple or otherwise, begin with a lack of iodine—that is, they are simple goiters first. And then any one of a number of varieties of thyroid disease may develop. One form, cretinism, retards the physical and mental development of children. Myxedema, which appears in adults, causes increased weight and slows up the mental and physical processes. Exophthalmic goiter, a very serious type, is accompanied by protrusion of the eyeballs, rapid heart action and sleeplessness.

Another serious form is known to doctors as adenomatous goiter.

However much goiters appear to be alike, they are frequently different from one another in a medical sense. Treatment which is beneficial in simple goiter may do harm in other varieties of goiter.

It must be apparent that it takes professional experience and fine judgment to differentiate and properly treat the various forms of thyroid disease. The only safe step for any person who has goiter, or is interested in preventing goiter in himself or his children, is to consult a qualified physician.

Take advantage daily of
Parke-Davis quality
in your household

In the following simple home products, you can take advantage of the quality that the world's greatest makers of medicines can assure you:

Milk of Magnesia
Mineral Oil (Heavy)
Hydrogen Peroxide
Neko (Germicidal Soap)
Shaving Cream
Euthymol Tooth Paste
Orygene Mouth Wash
Standardized
Cod-liver Oil

Ask your druggist for
PARKE-DAVIS PRODUCTS

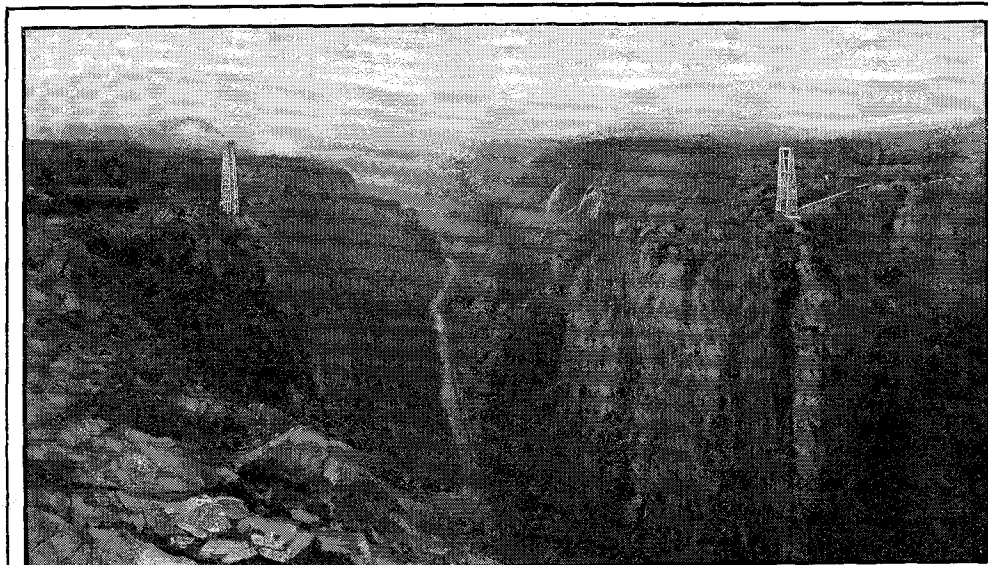
PARKE, DAVIS & CO.

The world's largest makers of pharmaceutical and biological products

position, supported by a steel prop. When the river is not in flood, the wickets hold the pool above them in a level lake. When the river is in flood, the wickets are lowered, and the pass is open for free navigation.

"Originally river men were opposed to any form of dam. Finally they were won over to an experimental dam of the movable type to be built a few miles below Pittsburgh. Fifty dams would be needed to control the river completely, and in the next

tion should be participated in by another engineer President, Herbert Hoover, whose positive advocacy of improved waterways assures the opening of new inland water routes and the bettering of old ones."



Courtesy of *Popular Mechanics* (Chicago)

TO BE THE HIGHEST SUSPENSION BRIDGE IN THE WORLD

Over the Royal Gorge in Colorado. Two Washington Monuments end on end would not reach its floor.

THE HIGHEST BRIDGE IN THE WORLD—At least, the highest suspension bridge—and provided the height is measured from the bottom of the gorge that it spans, is about to be built over the Royal Gorge, in Colorado. We quote from *Popular Mechanics* (Chicago, December):

"With an altitude of 1,052 feet, the bridge now being constructed over the top of the Royal Gorge, near Cañon City, Colorado, will be the highest suspension bridge in the world, reaching more than twice the height of its nearest rival, which is in southern France. The length of the main span of the Grand Cañon bridge will be 880 feet, and the total length 1,260 feet. From its eighteen-foot roadway may be seen the waters of the Arkansas River far below, and tracks of one of the Western railroads. Steel towers on each side of the gorge rise 150 feet, and two cables, each nine inches in diameter, will have a strength of 120,000 pounds per square inch. Some idea of its height can be gained by the fact that two

Washington Monuments could be placed end on end under the structure, yet not reach the bridge."

twenty-five years the system was extended in a scattered fashion.

"Navigators were now thoroughly aroused to the benefits of locks and dams. The Ohio Valley Improvement Association, under whose direction was staged the great celebration of the completion of the nine-foot navigation project, waged a vigorous and successful campaign for complete slack watering of the river. As a result, in 1910 Congress adopted a project which provided for the construction of fifty-four locks and dams to assure a year-round nine-foot stage. It is the completion of this work which is now being celebrated."

The task has been attended by difficult conditions and hazards of flood and ice. As Major Daley goes on:

"Flood, ice, and drift are enemies which must be constantly combated. The operations of lowering and raising the movable dams as occasion demands are performed under the hazards of darkness, rain, cold, ice, swift currents, and drift. The locks must be operated day in and day out, winter and summer, good weather and bad.

"Industry in the Ohio Valley has not awaited the completion of the system. The numbers and size of the modern coal and steel argosies have constantly increased. Twoscore large cities are partners in the prosperity that the Ohio water route makes possible. The uncompleted Ohio River System from July 1, 1927, to June 30, 1928, carried 21,000,000 tons on the main river and 26,000,000 additional tons on its tributaries. Steel mills are located on the main river and tributaries from the Pittsburgh area to Portsmouth, Ohio, and are operated on coal transported on the Ohio system.

"Likewise finished steel products are sent to the southern markets by the water route. Every community has its sand and gravel industry operating on the river. Cement in bulk, gasoline, and oil move upon the river. The packets carry merchandise from the city to the river towns, and bring farm products to the market. Packet boats and excursion steamers carry thousands of passengers comfortably and pleasurably. Tows of steel worth half a million dollars are common sights.

"Tows of 5,000 to 12,000 tons move deliberately and surely. Bulk commodities move by water at a fraction of the cost by rail. This lower rate does not injure the railroads. The cheap handling of bulk commodities for a community builds up its prosperity, which is reflected in the prosperity of the railroad by increasing receipts from high-rate commodities. The modern argosy bears a wealth of coal, steel, and wheat.

"The barge and steamer ways along the river are turning out thousands of tons of new craft to constitute the coal and steel argosies of the improved Ohio River. The vision of Washington, the engineer, crystallized and given form by the engineers of the Army, has become a reality. It is fitting that this year's celebra-

FRESHMEN GETTING BRIGHTER

COLUMBIA COLLEGE HAS DISCOVERED by tests that nearly one-half of last year's entering class of about 500 men were intellectually ahead of the program of studies which freshmen are ordinarily required to undertake, according to an announcement by Dean Herbert E. Hawkes, sent out by the university's Department of Public Information. These freshmen showed ability to take work in advance of the rest of the class, and they were accordingly put ahead. In all, we are told, the 500 anticipated thirty-seven student years of college work in this way. The Dean proceeds:

"The amazing result of finding that half the freshman class could do more advanced work than would normally be expected of them seemed too good to be true. Of course the proof of the pudding was in the eating, and the success of this policy of advancing students rests upon the quality of the work that the students actually did in the courses to which they were promoted.

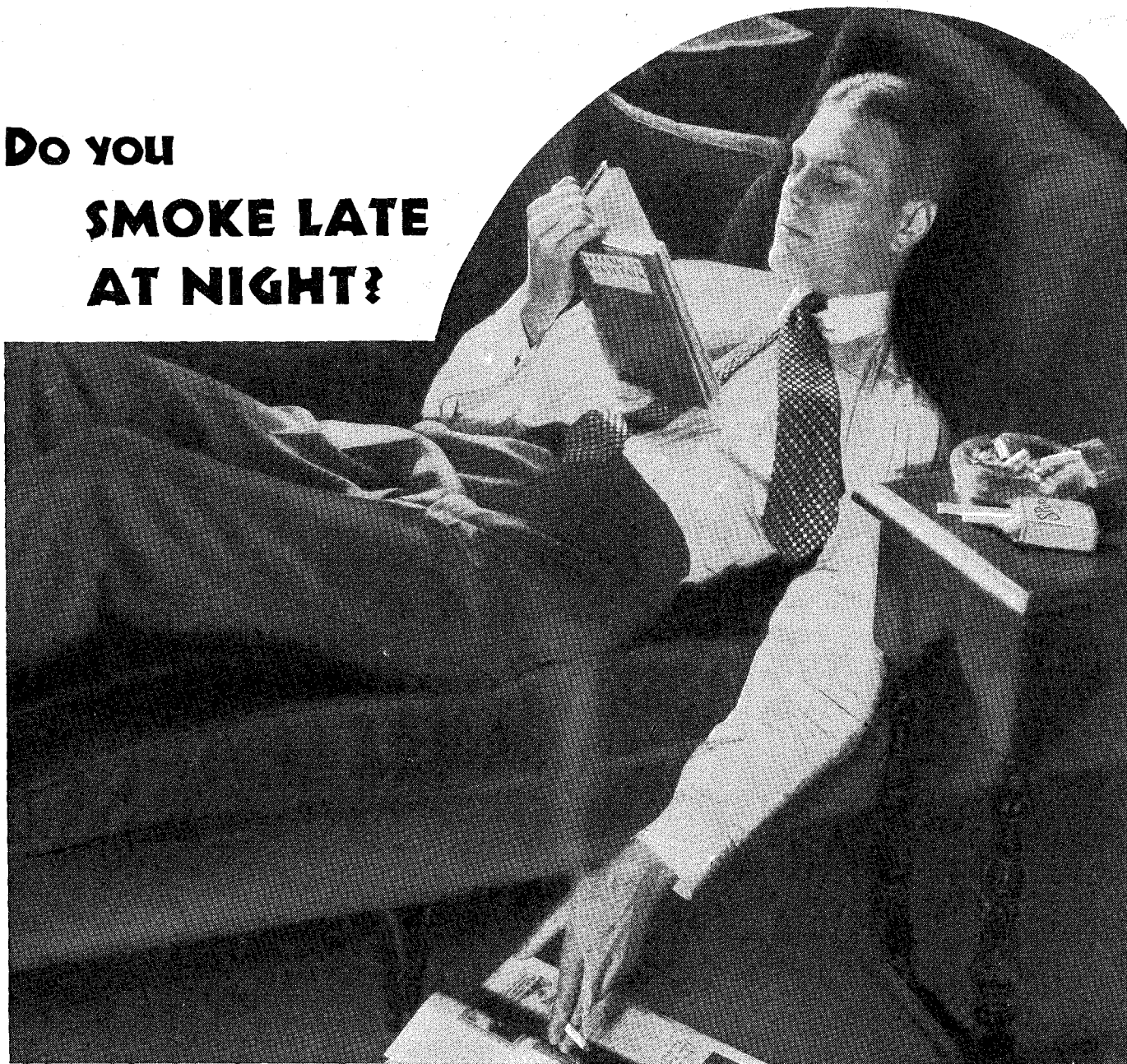
"Throughout the year the work of these students was observed, and at no time did trouble seem to be developing. In the early weeks of the winter session a few of the promoted boys expressed the fear that they were beyond their depth, but they were urged to fight it out, and in every such case the student found himself completely before the middle of the year.

"After the final examinations in May, 1929, a careful study of the accomplishment of the promoted students was made. It turned out that of all the students who carried the course to which they were promoted, only one individual received a failure, and one other received a mark of D. All of the rest not only passed but the average of their work was distinctly above that of the class as a whole.

"It goes without saying that one year's experiment is not enough to afford final conclusions. But unless all signs fail a device is here in process of development which will go further toward stimulating the superior student to his best effort at the most critical period of his college course than anything that has come to my attention.

"Half of the incoming class were saved from taking some work that was too easy for them, and instead were placed where they had something to bite on. And they bit very vigorously. To save this group of students from the tendency to develop habits of loafing and from boredom that comes from marking

Do you SMOKE LATE AT NIGHT?

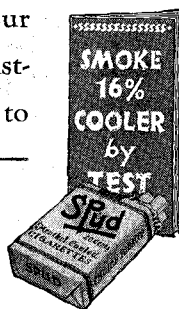


♦♦♦ ANOTHER WAY TO ENJOY SPUD'S COOLER SMOKE

When a well-written tale is more interesting than sleep... do you smoke a cigarette with every chapter? Then smoke Spuds... and let your relaxation also include mouth-comfort! Spuds leave your tongue and throat in natural comfort... moist-cool to go to bed on, moist-cool and clean to

wake up with! Spud smoke is proven 16% cooler. That "16% cooler" heightens Spud's full tobacco flavor. Spud starts your chapter of new freedom in old-fashioned tobacco enjoyment. At better stands, 20 for 20c. The Axton-Fisher Tobacco Company, Incorporated, Louisville, Kentucky.

"SMOKE 16% COOLER BY TEST"... a little book telling how Spud's greater coolness was proved scientifically and what it means to you... sent gladly on request.



JUDGE SPUD... Not by first puff... but by first pack. Surprise of first puff soon forgotten... continued coolness heightens enjoyment of the full tobacco flavor.

MENTHOL-COOLED

SPUD CIGARETTES

time in too elementary a class is certainly a contribution to the problem of the gifted student.

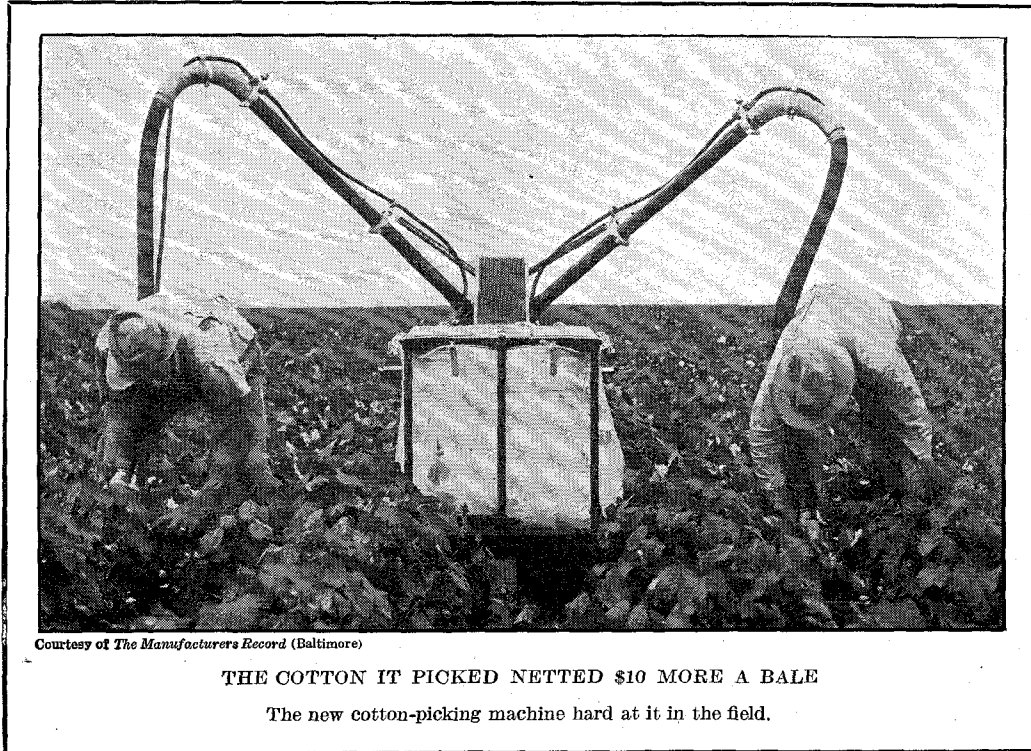
"Achievement tests covering the whole range of the modern languages so far as school work is concerned have been prepared enabling us to determine what point in the scale each student has reached. A known range of accomplishment on the test corresponds to the range of each course in French as given in

pick cotton in a more satisfactory manner than by hand; and to be sold at a comparatively low price. *The Record* goes on:

"The present mechanical picker was developed after engineering and field tests with various models. It is a small, light machine, two feet wide, five and a half feet long, and four and a half feet high, weighing about 300 pounds, rolling on three wheels between the rows, carrying its own bag holding from 60 to 100 pounds of cotton, and powered with a small four-cylinder gasoline engine. Method of operating is thus described:

"The light-weight picker-head, worn like a glove, fits snugly into the palm. The picker's hand reaches for the ripe boll exactly as if the fingers were to pick the cotton, but the human hand does not touch the cotton, the pickerhead does it automatically. It can also be operated on days when moisture is on the cotton, to the extent of dew deposits or even light showers, and in late seasons this capacity doubles the number of picking hours on damp days. As it is picked from the boll, the cotton is handled in the machine by air exactly as cotton is handled at gins and textile mills. The 'wipers' in the pickerhead take the cotton from the boll and fluff out every lock. After it is inside of the pickerhead, air-currents convey the cotton through a long tube and direct it against a plain wire screen,

thus separating sand, dirt, moisture, and other foreign matter, so the cotton is clean when it drops into the bag."



Courtesy of *The Manufacturers Record* (Baltimore)

THE COTTON IT PICKED NETTED \$10 MORE A BALE

The new cotton-picking machine hard at it in the field.

Columbia College. Consequently each student is placed in the course which his competence indicates, instead of herding together at one level of work all of those who have met the entrance requirement.

"In organizing the new curriculum, the faculty of the college emphasized the desirability of encouraging each student to enter the highest course for which he showed himself competent."

A NEW MECHANICAL COTTON-PICKER

MANY MACHINES HAVE BEEN DEVISED to pick cotton, but apparently no one yet completely fills the bill. The latest, which is of the so-called "hand type," and promises well, is described in *The Manufacturers' Record* (Baltimore), and is to be manufactured by a company in St. Louis, headed by W. C. Durant, well known in the automotive industry. It was recently demonstrated on a farm near Corpus Christi, Texas. Following the tests, Jonas Weil, manager of the farm, made public a statement, briefly summarized in *The Record*, setting forth its features as follows:

"(1) The fields were picked cleaner than by hand; (2) The machines operated on about one gallon of gasoline daily; (3) Machine operators were ordinary hand-pickers selected from the field crews; (4) Owing to the fluffy condition of the machine-picked cotton it was possible to put but 2,300 pounds in each cotton wagon, which normally holds 3,200 pounds of hand-picked cotton; (5) Of two bales of machine-picked cotton and ten bales of hand-picked cotton from the same field and ginned at the same gins, there was an average of 372 pounds loss on account of trash in each of the five two-bale loads of hand-picked cotton and only 55 pounds of trash in a two-bale load of machine-picked cotton; (6) The hand-picked cotton graded strict low middling; the machine-picked cotton graded strict middling; the color is improved by the machine owing to the cleaning during the picking operation; (7) Actual saving in the cost of picking and ginning and the increase in selling price of the machine-picked cotton produced \$10.20 a bale over the regular receipts; (8) The test was performed in the second picking, and there was only about 300 pounds of seed cotton per acre, the leaves had been stripped off by worms, and the field was overgrown with weeds."

The manufacturers of the picker announce that it has been built to fit into the hands of the present hand-picking crews, without requiring skilled labor; to operate with economy; to

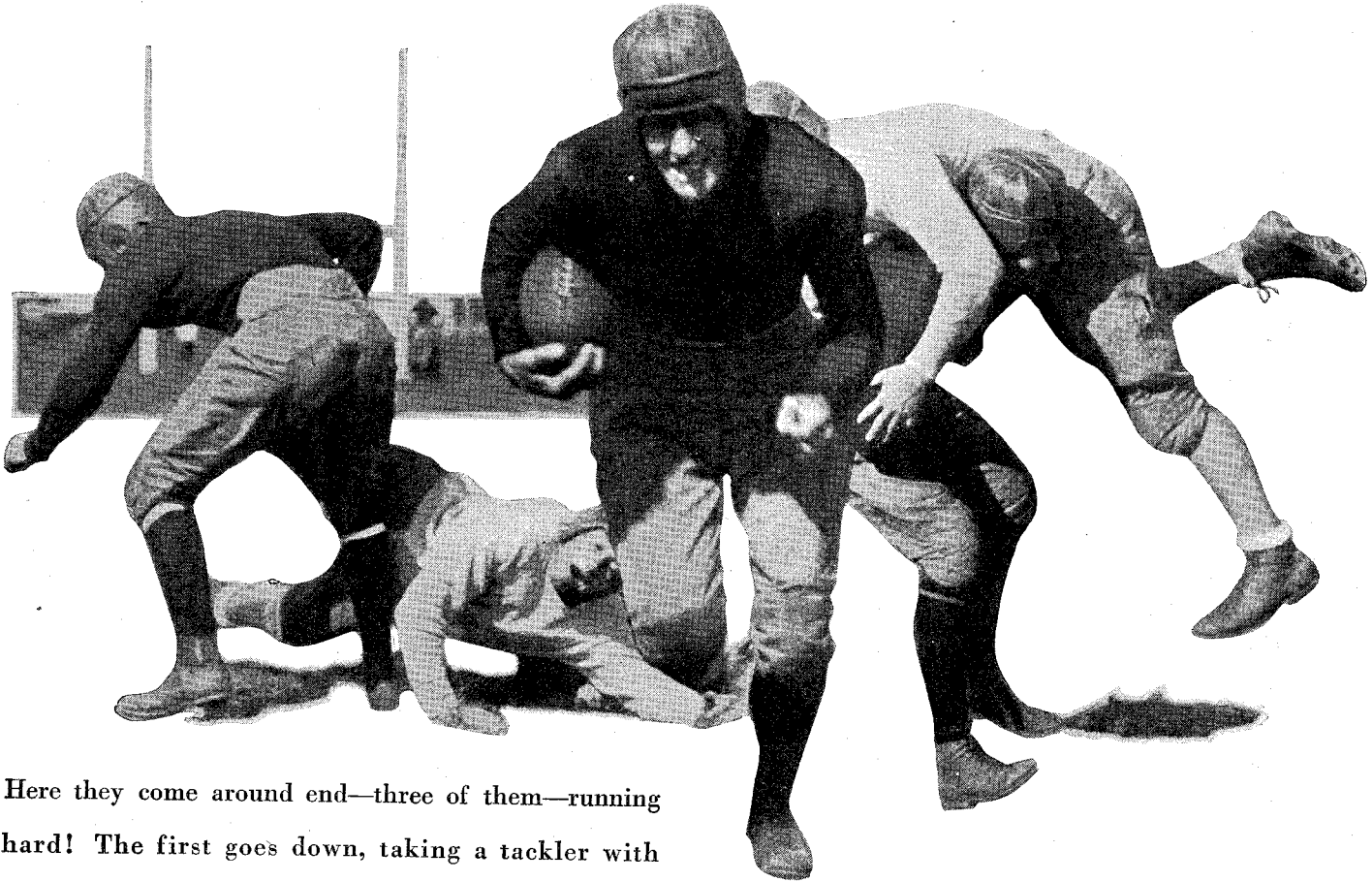
INDIAN SUMMER

ANY PROLONGED PERIOD of mild, calm, hazy weather in autumn—especially one occurring rather late in the season, after a so-called "squaw winter" of cold, gray skies and snow flurries—is popularly described as "Indian summer," says Charles Fitzhugh Talman, in his *Science Service* feature, *Why the Weather?* (Washington). He goes on:

"As this type of weather may prevail intermittently through the autumn, there is often room for difference of opinion as to which particular spell of it is the 'true' Indian summer. In some years there is little or no weather of the Indian-summer type, while in others it is very prevalent. Thoreau, in his notes on the meteorological conditions at Concord, Massachusetts, during the ten years, 1851-1860, records the occurrence of Indian-summer weather on dates all the way from September 27 to December 13; a range of seventy-seven days. Professor Hind prints in his 'Narrative of the Canadian Red River Exploring Expedition,' published in 1860, a table compiled at the provincial observatory at Toronto, according to which during the twenty years, 1840-1859, Indian summer began there on dates ranging from October 5 to November 20, and ended on dates ranging from October 11 to November 23. Its shortest duration was three days, its longest eleven, and the average six. The table records two occurrences in 1844 and in 1857. J. W. Schaeffer, of the U. S. Weather Bureau, published in 1902 an analysis of the weather records at Milwaukee, showing not only that Indian-summer weather varied widely at that place in its date of occurrence, but also that between 1872 and 1900 there were eight years in which there was no weather of this type. Bela Hubbard, in his reminiscences of old Detroit, tells of one such spell of weather, in the year 1849, that lasted continuously for forty-two days."

In a subsequent bulletin Mr. Talman notes that thanks to the industry of Albert Matthews, of Boston, a copious fund of information concerning the history of the term "Indian summer" was published in the year 1902, tho its origin then remained in doubt, and does to this day. He says:

"At that time the earliest known use of the name was in an



Here they come around end—three of them—running hard! The first goes down, taking a tackler with him. The second blocks his man and falls. And now the man with the ball goes on alone, swerving, twisting, hurling himself forward at last in a great headlong leap . . .

first down

Thrilling, that desperate thrust forward—thrilling and incomparably romantic! It is power, it is speed. It is conflict. It is achievement, dramatized and made visible. It is a symbol, brief but compelling, of all human striving, all success ■ For back of that circling, forward movement, so swiftly and effectually accomplished, lies a complex web of organization. Every man has his part to do, and he does it well. The end is taken out, the tackle boxed, the secondary defense harried and cut down. And so by concerted effort the way is cleared for advance . . . for progress . . . for First Down ■ Organization is one of the foundation principles of modern life. In sports . . . in science . . . in business . . . it has brought order out of chaos. The whole edifice of industry is built upon it. Without it, civilization as we know it would cease to exist ■ This House believes in organization. It believes in applying to the complex business of advertising, the most varied and highly specialized talents obtainable. Problems of merchandising . . . problems of distribution . . . problems of copy and illustration and publication . . . all of these require special knowledge and special gifts ■ One man cannot dispose of them, however versatile. But many men working together can formulate an advertising program so sound, so comprehensive, and so effective that it will move forward with irresistible power to its objective . . . public confidence . . . public acceptance . . . First Down!

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entry dated October 13, 1794, in the journal of Major Ebenezer Denny, kept in western Pennsylvania. Three examples dating from 1790 have since been found in a journal kept by Gen. Josiah Harmar, during an expedition against the Indian villages near the present site of Fort Wayne, Indiana. No earlier use of the term is known in English, but the French equivalent of Indian summer, with a description of the season, occurs in a book published in Paris in 1787, quoting a letter supposed to have been written in 1778.

"The first dictionary record of the term is said to be that found in the 1841 edition of Webster. De Quincey used the term in England in 1830, and it has long been well established throughout the English-speaking world. Alfred Austin, as poet laureate, found 'An Indian Summer' a fitting title for the poem he addressed to Queen Victoria on her eightieth birthday, containing the lines:

'Long may the Indian summer of your days
Yet linger in the land you love so well.'

THE UNIVERSE AROUND US

AN ACCURATE SCIENTIFIC WORK that is at the same time a best seller—reviewers seem to agree that this characterizes the last book of Sir James Jeans, the English astronomer, under the above title. There is no other book to compare with it, said the late Edwin E. Slosson, in one of his last articles, written for *The Science News Letter* (Washington), except Eddington's "Nature of the Physical World," for giving to the general reader a comprehensible idea of the new conceptions of the cosmos developed within the last ten years. And these two books, he goes on, are complementary rather than competitive, both being essential for a full view of the universe now revealed to our eyes. The success of Jeans's book, thinks Henry Hazlitt, writing in the *New York Sun*, is due chiefly to his use of the historical method and his graphic analogies and comparisons. Says this reviewer:

"Suppose he wants to give us an idea of the size of the known universe. He has told us about stars so far away that their light, traveling at 186,000 miles a second, does not reach us for millions of years, but the imagination breaks down so soon that these become almost meaningless words. So he tries a model drawn to scale.

"The earth, traveling 1,200 times faster than an express train, makes a journey of 600 million miles around the sun every year. Let us represent this journey by a pinhead one-sixteenth of an inch in diameter. On this scale the nearest star in the sky must be placed about 225 yards away, and to contain even the hundred stars nearest to our sun in space, the model must be a mile high, a mile long and a mile wide.

"Let us go on building the model. We may think of stars indiscriminately as specks of dust, because their sizes vary about as much as the sizes of specks of dust. In the vicinity of the sun we must place specks of dust at average distances of about a quarter of a mile apart. In other regions of space they are generally even farther apart. . . . We go on building the model for hundreds of miles in every direction. We build out for about 7,000 miles before we come to the farthest globular cluster, and still we are inside the galactic system. With our earth's long yearly journey round the sun as a pinhead the whole galactic system is about the size of the American continent. . . .

"After we have finished the galactic system, we must travel about 30,000 miles before we begin to set up the next bit of our model, at any rate if we are keeping it to scale. At this point we place the next family of stars. So we go on building our model—a family of thousands of millions of stars every 30,000 miles or so—until we have two million such families. The model now stretches for about four million miles in every direction. This represents as far as we can see into space with a telescope; we can imagine the model going on, altho we know not how nor where—all we know is that the part so far built represents only a fraction of the universe."

"Or if he wants to give you an idea of the appalling emptiness of space:

"Empty Waterloo Station of everything except six specks of dust, and it is still far more crowded with dust than space is with stars. This is true even of the comparatively crowded region inside the galactic system; it takes no account of the immense empty stretches between one system of stars and the next. On averaging throughout the whole of the model, the mean distance of a speck of dust from its nearest neighbor proves to be something like eighty miles."

A moderate acquaintance with the immensities and the infinities of astronomy, thinks the *London Spectator*, should prevent us from taking the daily worries and the petty miseries of life too seriously. And it goes on:

"At first the brain reels a little in the attempt to grasp the facts of the stellar system, even explained with the lucidity and exactness of which Sir James Jeans is a master. From the vast extensions of the sky he carries us into the inmost recesses of the atom, where the electron whirls round its perpetual circuit several thousand million million times every second. These numbers are but dazzle-painting, and it is simpler to say that the electron travels as far in a second as our latest seaplane travels in an hour."

Books of this sort, says Dr. Slosson, in his article mentioned above, are particularly necessary just now. The reason:

"We are in the midst of a revolution in fundamental principles as great as that brought about by Copernicus and Galileo three hundred years ago and bound to have as wide an influence over our ideas of theology, our theories of space and time and our opinion of man's position in the world and his future possibilities. At no period in human history have so many of our basal ideas required such rapid and radical reconstruction as in our own time. Astronomy and chemistry have joined forces. Space and time are becoming assimilated. The undestructible atom has been dissolved into a miniature solar

system and this into an undefinable system of wave harmonics. One element has been transformed into another. We talk without hesitation about the continuous destruction and creation of matter. The human race has been given an expectation of life extending to a million million years in the future. Astronomers calculate temperatures of 5,800,000,000 degrees in the interior of stars and distances of 140,000,000 light-years. According to Einstein, a ray of light traveling in a straight line in any given direction would, unless interfered with, arrive at its starting-point from the opposite side in 500,000 million years."

We may close with Sir James's striking description of the extent of astronomic time, behind and before us. He says:

"Take a postage-stamp and stick it on to a penny. Now climb Cleopatra's needle and lay the penny flat, postage-stamp uppermost, on top of the obelisk. The height of the whole structure may be taken to represent the time that has elapsed since the earth was born. On this scale the thickness of the penny and postage-stamp together represents the time that man has lived on earth. The thickness of the postage-stamp represents the time he has been civilized, the thickness of the penny representing the time he lived in an uncivilized state.

"Now stick another postage-stamp on top of the first to represent the next five thousand years of civilization, and keep sticking on postage-stamps until you have a pile as high as Mont Blanc. Even now the pile forms an inadequate representation of the length of the future which, so far as astronomy can see, probably stretches before civilized humanity. The first postage-stamp was the past of civilization; the column higher than Mont Blanc is its future.

"Or, to look at it in another way, the first postage-stamp represents what man has already achieved; the second, which outtops Mont Blanc, represents what he may achieve, if his future achievement is proportioned to his time on earth.

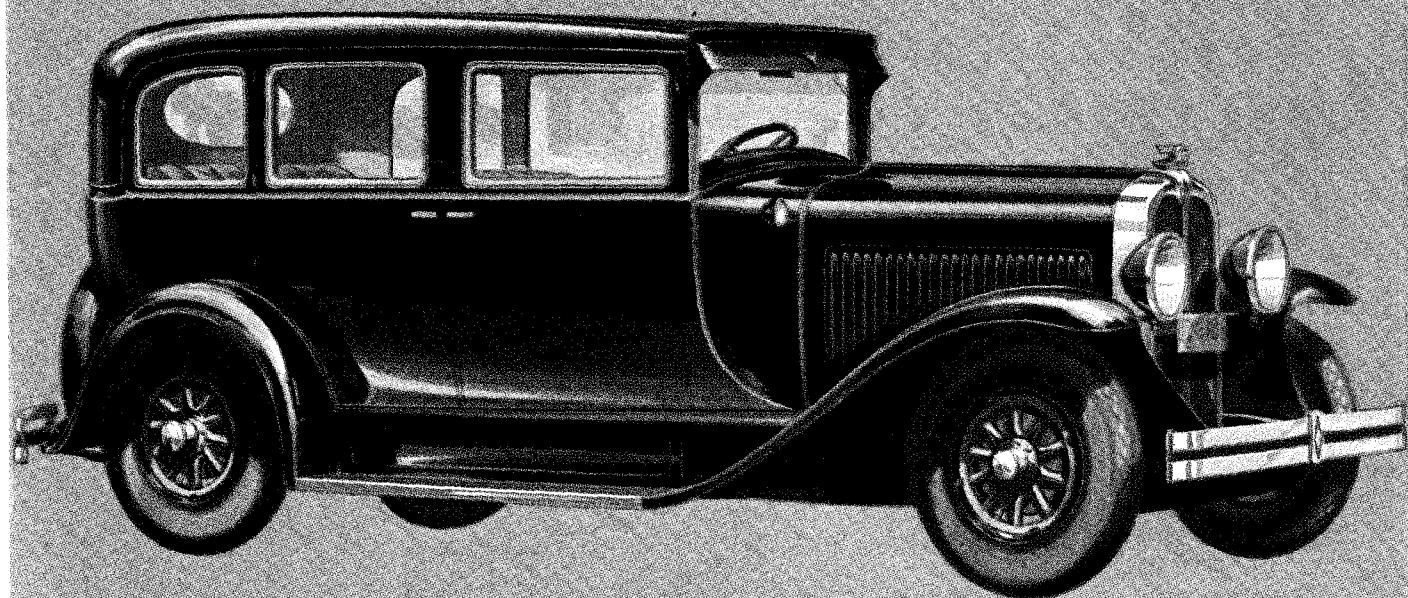
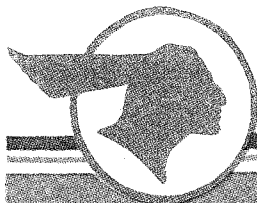
"Looked at in terms of space, the message of astronomy is at best one of melancholy grandeur and oppressive vastness. Looked at in terms of time, it becomes one of almost endless possibility and hope."



"THE BRAIN REELS A LITTLE"

"In the attempt to grasp the facts of the stellar system, even explained with the lucidity and exactness of which Sir James Jeans is a master."

Big Car Performance Small Car Economy



The 4-Door Sedan - Body by Fisher

PONTIAC BIG SIX

Until you have actually held the wheel of the Pontiac Big Six you cannot fully appreciate this one outstanding automobile in its field . . . the only automobile at or near its price that gives you true big car performance combined with small car economy! This is the logical result of definitely superior engineering, design and construction. From its powerful 200-cubic-inch L-head engine to the roomy luxury of its bodies by Fisher, Pontiac registers big car quality, delivers big car utility, provides big car pride of ownership. Yet with all its big car advantages it continues to delight owners by its amazing economy! You profit not only by its low first cost, but by its marked thrift of operation. Where else can you find so perfect a combination of the most desirable qualities any automobile can possess?

Big Car Power—60 brake horsepower developed at 3000 r.p.m. Adequate for any demand, yet achieved with mod-

erate engine speed so vital to smooth performance and long life.

Big Car Speed—Leads all others in its price class—in brilliant top speed and flashing acceleration. Proved by the "fifth wheel" test, most accurate known to automotive science.

Big Car Style—Roomy, luxuriously styled and richly appointed bodies by Fisher. The verve and dash of youth are evident in every contour. Substantial big car appearance without big car bulk. Colors that reach new heights for sheer beauty and perfect taste.

Big Car Safety—Using the finest mechanical brakes yet developed. Four-wheel, internal-expanding. Noiseless. Unaffected by weather or temperature. Sturdy, resilient, hardwood-and-steel body construction. Full tread axles, front and rear.

Small Car Economy—Out of 996 automobiles of 33 different makes operated during 1928, one large company found Pontiac to be least expensive, with a saving of one cent per mile over every other low-priced six used!

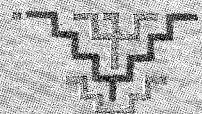
OAKLAND MOTOR CAR CO., PONTIAC, MICH.

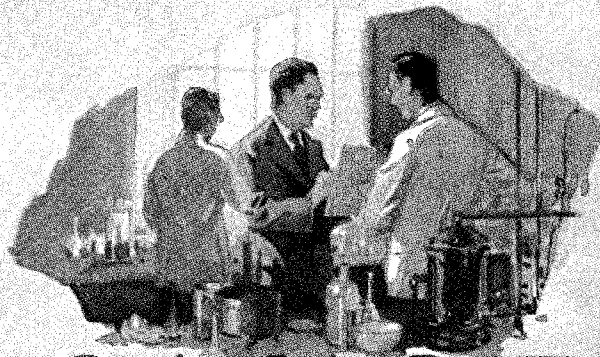
\$745

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Visit your nearest Oakland-Pontiac showroom. Learn at the wheel of the Pontiac Big Six the many superiorities that have made it the greatest "buy" in its field. Learn also how easily you can own a Pontiac. Our liberal allowance on your present car will probably cover the down payment, leaving only a small amount to pay each month.

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Something besides rubber and fabric has gone into every tire Goodyear has ever made.

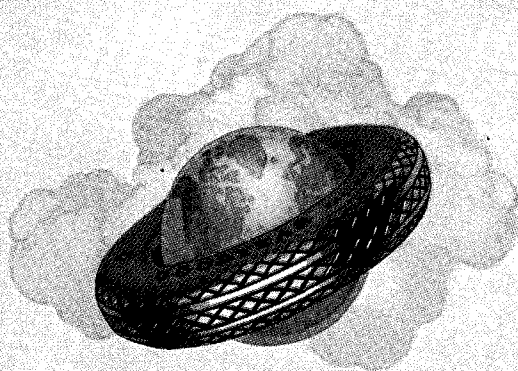
That something has been an implicit confidence in the values of science as applied to the design and manufacture of products intended for public use.

In the application of those values, Goodyear has built up man by man and now maintains the foremost engineering and development department in the whole field of rubber manufacture.

That is why, through invention, special processes and materials, new factors in design and construction, Goodyear has been consistently able to offer the public superior quality and value at no premium in cost.

F. W. Whitfield
President

GOOD



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Goodyear Tires today outsell any other tires in the world.

This has been true not for one year, but for *fourteen* years.

It is due not to guarantees, discounts, special inducements, or anything of the kind.

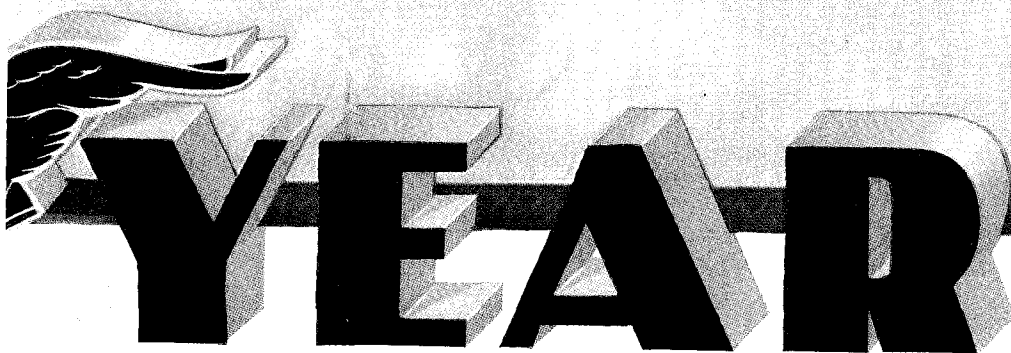
It is the result of ceaseless scientific endeavor steadily to advance Goodyear quality.

From the day of the bicycle tire, on down through the clincher, the straight side, the cord tire and the modern balloon tire, Goodyear science has labored side by side with the Goodyear workman.

It has persistently sought and *accomplished* higher and higher mileages and lower costs.

It has repeatedly set the Goodyear standard above and beyond other standards.

That is why "More people ride on Goodyear Tires than on any other kind."



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the early recognition that certain ingredients are absolutely essential. This fortunate choice lends to Lavoris those qualities and unique characteristics so necessary in promoting hygienic conditions of the entire oral region. ¶ There was nothing

haphazard in the selection of the Lavoris ingredients, neither should your selection of such an important aid to your well-being be left to chance. ¶ While pleasing in flavor, Lavoris has positive hygienic value without offensive or suggestive odor.

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In order to protect our preparation and those who use it against substitution, Lavoris is sold in sealed packages only

PERSONAL • GLIMPSES

MUST WOMEN GO BACK TO TRIPPING OVER THEIR TRAINS?

NOT ON YOUR LIFE!"—or words to that effect—cry the fair ringleaders of what looks like a fairly promising revolt against the Parisian moguls of fashion who have decreed the return of long skirts. Even the Young Women's Christian Association, which fought tooth and nail against the flapper kilt when it first came in, is now, we are told, just as vehemently resisting the revival of the shin-swaddling flounces of the 'nineties. And the menace is not a remote one. Every woman who has tackled her fall shopping knows that the new season's frocks have taken a jump of several inches toward the ground, while the more extreme evening gowns are majestically sweeping the dust. Nor is that the worst of it. With consternation one hears a rumor—nay, a matter-of-fact report—of bustles. Also muffs—presumably to balance the bustles. In fact, altho "Peacock Alley is no more," as Flora Merrill reminds us in the *New York World*, "styles such as were displayed along the Waldorf's famous corridor in its heyday now fill shop windows like ghosts of bygone days. When the cabbies on lower Fifth Avenue see the latest things in bustles, trains, and muffs, they will think the day of the taxi is over, and polish up the lamps on the old victorias." And this is the gloomy outlook Miss Merrill dangles before us:

Long, voluminous skirts are once again to wipe up the sidewalks of New York, and the modern, athletic figure is to be

come-back in styles and accessories long relegated to the attic, and why?

Those two questions are echoed by other writers, mostly feminine and indignant. Some of them bitterly accuse the textile manufacturers of a plot to imprison modern woman in the sartorial shackles of her mother and grandmother. A clarion call to rebellion is sounded by Miss Fannie Hurst, the vivacious author of magazine fiction. Writing in *The New Republic*, under the title, "Let's Not Wear Them!" she exclaims:

Are the fashion-mongers going to succeed in reviving the obsolete and ridiculous spectacle of a woman tripping over her train?

The incredible fact seems to be that women are hard at the clownish spectacle of pulling in waistlines and letting down hemlines. Otherwise one would say that this time the fashion dictators have grossly overstept the line in trying to cram our emancipated bodies back into yardage.

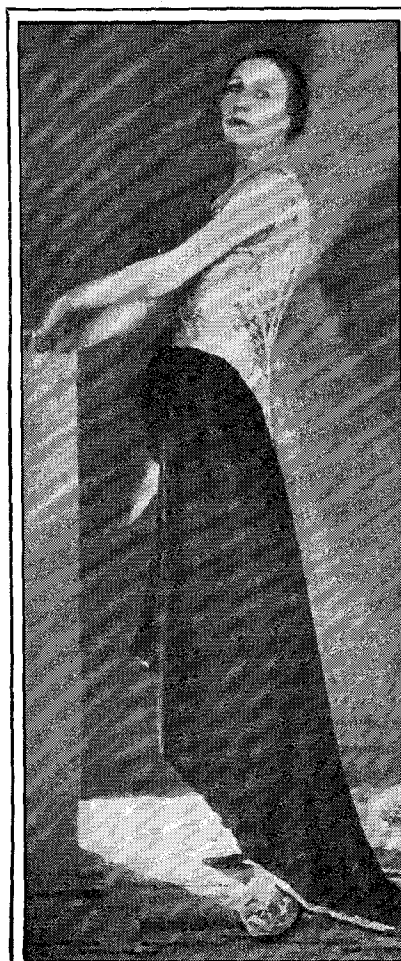
Yet they ought to be careful. If they are not, the "tyranny of fashion," ceasing to be a half-affectionate phrase, will stand suddenly revealed in its true light as an impudent and intolerable obligation.

It has been embarrassingly and consistently true of the female of the human species, that you can lead her from one form to another of personal adornment, but you can not make her cerebrate about it. Witness the hoop-skirt, the big sleeve, the corset, the bustle. Without so much as questioning the voice of the unseen dictator, in times past she has lent herself to the outlandish, the impractical, the cumbersome, the absurd, the fantastic, and the risible, for so long, that it seems only natural that the Master Mind behind the dictatorship should be prompted to enormous self-confidence.

The bleating, or more aptly speaking, the braying acquiescence of women to fashion, is the most dependable and constant factor with which the international industry of dressing them has to deal. Crops may fail, silk-worms suffer blight, weavers may strike, tariffs may hamper, but the mass-gesture of the feminine neck bending to the yoke of each new season's fashion goes on.

At least, has been, and is, going on.

It is only natural that during the last ten years, in the ferment after the war, should have occurred what are perhaps the most radical changes in woman's dress since fashions began. Not that radical and sudden change in woman's dress is unusual. It has been pretty conscientiously seen to that last year's wardrobe shall annually be made as obsolete as possible. But certainly not in the history of American fashions have such radical and important changes asserted themselves in styles for women. The reasons, in the light of the world cataclysm and the resultant



Wide World photograph

ARE WE ON THE WAY BACK TO THE GIBSON GIRL?

Try to read the answer in this trailing velvet-and-gold creation of Redfern, which he names "The Dollar Princess."



corseted for the princess line. That is, if the startling innovations decreed by the fall fashions really materialize.

But will the working woman submit to fluttering draperies that will catch in the subway door; will our advanced hygienic standards tolerate bedraggled petticoats? Who is staging this

social changes, are significant. They reflect, in a manner too intricate to be treated here, certain traits that strike deeply into feminine psychology.

The fashions of the last ten years not only establish the most



Courtesy of the New York Times

AT THE MERCY OF HER ANCIENT TYRANT

Modern woman's relation to the Parisian man-milliner, as viewed by an artist, who evidently sympathizes with the fair victim.

radical departure in the history of woman's clothing since woman first donned clothing, declares Miss Hurst, but they eloquently represent her new psychological, sociological, economic, and political status. Thus:

A peep into the clothes-closet of Queen Victoria might have proved, by negation, that she did not golf, drive a car, go to business, let her waistline alone, or wear two-ounce underthings. The clothes chronicle of the woman of 1920-1929 tells a different story, and tells it eloquently. Woman's new and varied activities came to create a demand for more utilitarian clothes. Short hair seemed to synchronize with the close-fitting hat, or vice versa. The hip-flask probably inspired some designing mind with the cute idea of the boyish form. Woman's emergency jobs, during the war, made the short skirt a prettified novelty. Corsets rode low on the Ferris wheel of fashion. The female limb became a leg and the silk-stockings business an industry.

But slowly, surely, subtly, over a period of three years, forces have been at work to pry from woman's clutch, without causing too loud an outcry, those fashions of the past decade which she has found so sane and comfortable. Never have changes in style come more gradually than recently. No crude methods which might, perchance, awaken women to the impending calamity, have been employed. Slyly, for the last few springs and falls, Paris has been dropping that hemline, inch by inch. Subtly, woman's eye has been trained toward that skirt of more yardage and increased length. Slowly, the poppycock propaganda of the "natural waistline" has gone on.

And then, overnight, as it were, fashion, emboldened by signs of success, suddenly trumpets her triumph. Long skirts. Trains. Corsets. Larger hats. Eleven yards to the gown instead of four or five. Long gloves. Long hair.

The woman shopping has not much choice in the matter. Not only are the simple, brief fashions of yesteryear not on view, but if they were, it would be rank impracticability to buy them. It not only takes crusader's strength of purpose to be "special," but there are two other fundamental deterrents. It is expensive to be special. It is conspicuous to be special. One swallow does not make a summer, and one revolt or two revolts or two hundred revolts, in so mammoth an issue, do not make a revolution.

At the moment, the ridiculous spectacle is seen of millions of women about to climb back into corsets, trains, long gloves, and coiffures. True, we are not the only sheep following the bell. Fräuleins, mademoiselles, signorinas are also being led to slaughter, but that does not lessen our plight. Here is one of the most important emancipations of woman in the past twelve years about to go for naught.

Organization against the oligarchy of industries is all that can save her from the predicament that is about to send her back-sliding. "Down with the corset and up with the hemline!" should be the slogan of every woman who doesn't want to be bullied into doing something as undesirable as it is unwelcome.

Miss Elsie McCormick protests, in her triweekly column in *The World*, that this winter she won't be able to accept invitations to anything except fancy-dress balls. In recounting her troubles at the style studios, she explains ruefully:

Waists, it seems, have come back again. They have been missing for a long time, and a number have changed during their absence so that their owners hardly recognize them. I used to have one that could be spanned with two hands, provided they were bridge hands and the cards weren't held too closely together.

No, that doesn't give quite the right impression. For several years my waist really was small, even tho a wasp might not necessarily mistake me for his sister-in-law. During most of the time, however, a small waist was no more of an asset than a beautiful palate. Being concealed by gowns that mistook the hips for the diaphragm, the proportions were a secret between one's self and one's gymnasium instructor.

Life simply isn't good to me. Just as waists returned I had my tonsils out, and promptly gained fifteen pounds. After seeing myself in some of the new frocks, I have started negotiations to get the tonsils back again. My only fear is that, having lived in alcohol so long, they may prove a rowdy and deleterious addition to my personality.

Of course one is told that there is such a thing as a "foundation



Copyright, 1900, by the Life Publishing Company

AN ECHO OF "THE GAY 'NINETIES"—THE GIBSON GIRL HERSELF

Drawn by Charles Dana Gibson, who exalted American women and satirized the American man.

DEFINITE ADVANTAGES

The trend of prominent automobile dealers towards Durant goes hand in hand with the general trend towards 4-Forward Speeds. Durant pioneered in this vital engineering advancement. And Durant alone offers the important advantage of a 4-Forward Speed Six under a thousand dollars.

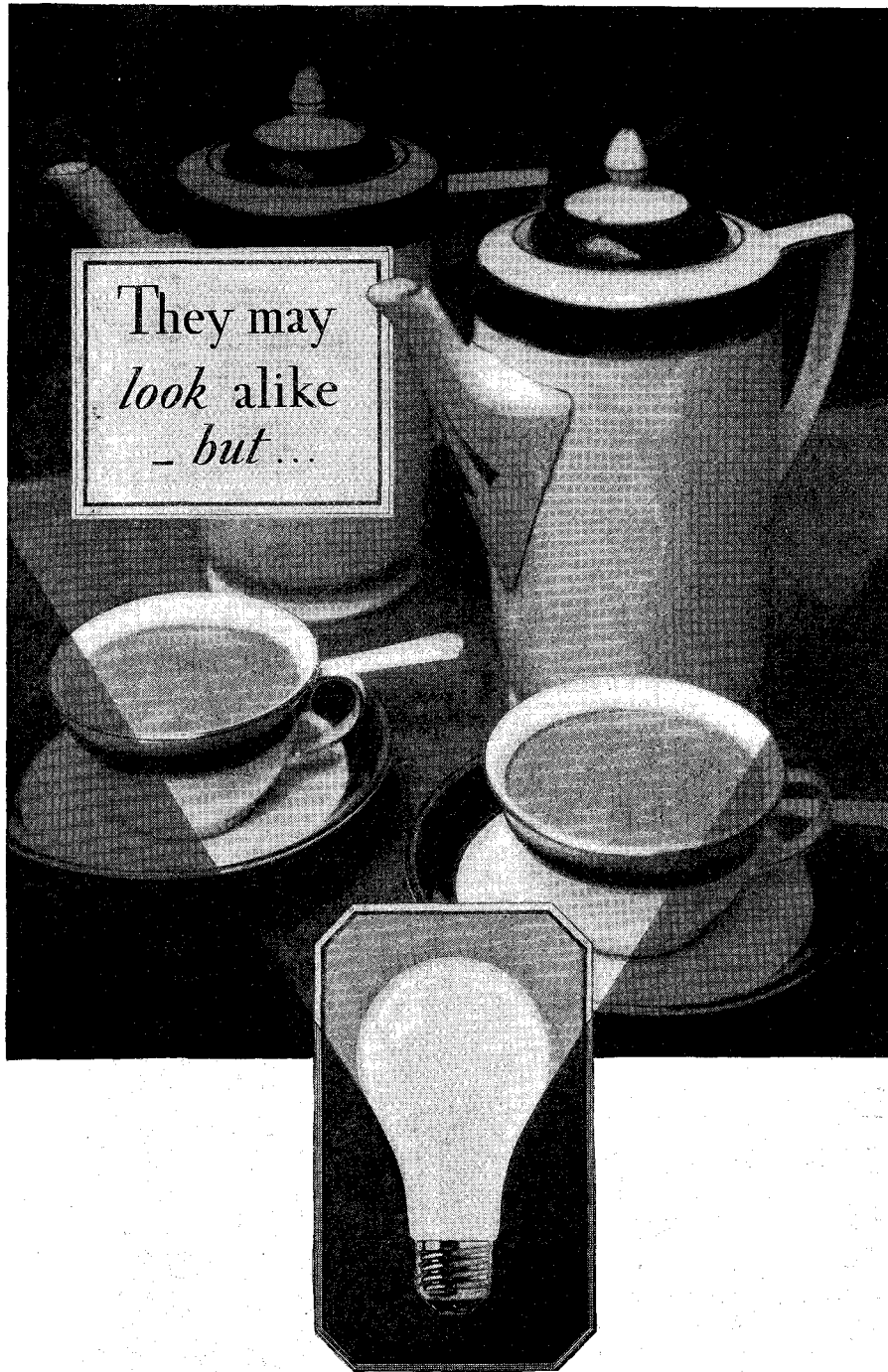
The recent heavy capital investments in Durant dealerships possess profound public significance. They emphasize the confidence of leading merchants in the executives who now control Durant—a confidence based on proved ability to produce motor cars that build lasting good will.

DURANT MOTORS, INC., DETROIT, U. S. A.
 FACTORIES—LANSING, MICH., OAKLAND, CAL., LEASIDE, ONT.

THE SIX-SIXTY 109 in. wheelbase— \$685 to \$875
 THE SIX-SIXTY-THREE 112 in. wheelbase— \$845 to \$1025
 THE SIX-SIXTY-SIX (4-Forward Speeds) 112 in. wheelbase— \$945 to \$1125
 THE SIX-SEVENTY (4-Forward Speeds) 119 in. wheelbase—\$1195 to \$1425
All prices at factory—Lansing, Michigan

[Nation-wide radio program every Sunday at 7 p. m. (Eastern
 Time) through WEAf, New York and associated stations.]

D U R A N T
 A G O O D C A R



THE quality of a cup of coffee depends upon the ingredients, the facilities employed, and skill in the making. The difference between good and poor coffee is not always in the looks.

Similarly, lamps that look alike may be different in quality. Edison MAZDA Lamps are made of the finest materials, and with skill, facilities and care that insure their high quality. Because of their quality, they give the *full value of the current consumed.*

*MAZDA—the mark of a research service

Buy Edison MAZDA Lamps in cartons of six, and have spare lamps handy whenever they are needed. Where there are empty sockets there is likely to be dangerous eyestrain.

Edison MAZDA Lamps represent the latest achievement of MAZDA* Service, through which the benefits of world-wide research and experiment in the Laboratories of General Electric are given exclusively to lamp manufacturers entitled to use the name MAZDA.

EDISON MAZDA LAMPS
GENERAL  ELECTRIC

PERSONAL GLIMPSES Continued

garment," a euphonious phrase created by sales-people to describe the hardy fortress once known as corsets. It is difficult, however, for any once-free lady to wear one without feeling that she is a walled town prepared to stand a heavy siege.

Problems are also presented by the long skirts. They will undoubtedly throw hundreds of ship-news photographers out of work, and bring some of our prosperous tabloids to the verge of bankruptcy.



P. & A. photograph

WHEN HELEN CAME FROM PARIS HER SKIRT MADE A STIR. But Miss Wills explained that it was the latest length, and now all her sex knows that it was.

Still, dressing women so that they look very much like women may make a great change in our social life, Miss McCormick confesses, adding:

When a man talks to a lady who is garbed in this manner, he is likely to feel that a flirtation is demanded. Thus the styles are going to destroy a good deal of camaraderie, and give in its place merely the ungraceful flounderings of some rather reluctant Romeos.

Among the younger girls the mode may offset the heavy siren effect by introducing a touch of the naive. For instance, muffs are coming back. Now, no woman can carry a muff without becoming for the moment rather arch and demurely kittenish. I don't know why this is so, unless it

Hear SOUND PICTURES *at their best*

*Sound equipment
will make or mar
the finest pictures.*

*You are sure to enjoy them
in theatres using the Western
Electric Sound System.*

"Do they have good Sound reproduction in that theatre?" people now ask in addition to the familiar "What picture is playing tonight?" and "Who is the star?"

.....

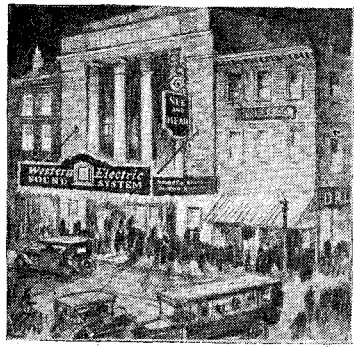
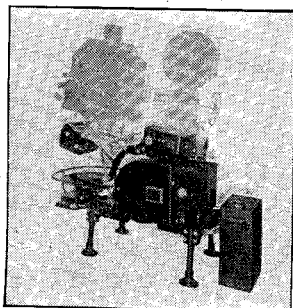
Western Electric, with fifty years' experience in making telephones and other Sound reproducing equipment, was the pioneer and is the natural leader in the development of Sound Picture apparatus.

The country's leading picture producers record their talking pictures with the Western Electric Sound System exclusively. Four thousand theatres all over the world have, by installing it, shown their faith in its superior reproduction.

.....

Your enjoyment of the show depends upon the sound equipment the theatre uses. If it's Western Electric you will hear sound pictures at their best.

*Sound mechanism
(dark portion)
which assures
clear, natural
tone. Made by the
makers of your
telephone.*



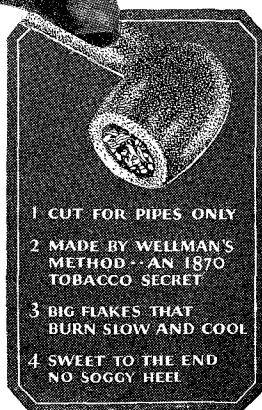
*In small neighborhood theatre and big city palace
Western Electric Sound equipment is drawing the crowd.*

Western **THE VOICE OF ACTION** **Electric**
SOUND **SYSTEM**



"Learn to smoke
slowly . . . calm
and intermittent
puffs."
—Sir Walter Scott

A cooler
smoke
in a
drier pipe



It's winning!

Think of a pipe-stem that never clogs, a pipe-bowl that keeps dry. Think of a pipe that's always sweet . . . and clean . . . and *cool*!

It's the winning point with pipe smokers — the slow-burning *coolness* of this special, shaggy "Rough Cut." And Granger's goodness doesn't end there, either . . .

Flavor . . . as full and fragrant as you ever tasted, the result of an old-time tobacco secret, "Wellman's 1870 method," that mellows tobacco as nothing else can.

In flexible air-tight heavy foil; a superior package.

LIGGETT & MYERS TOBACCO CO.

GRANGER
ROUGH CUT



... in more pipes every day!

PERSONAL GLIMPSES

Continued

is because, having her arms pinioned, she can not swing them in the stride that goes with independence. The result is a more mincing gait, with accompanying changes in psychology.

It may be that under its influence young ladies will begin to talk about their mamas and to pretend that they don't know what the latest plays are about. Perhaps they will even revive the old custom of interpreting a kiss to mean a proposal of marriage—an idea that was a great help to girls in the day when it was accepted.



Times Wide World photograph

ALL THE WAY TO THE FLOOR

Hence the girl who wears this black net dinner gown by Patou will look much as her mother did.

That the new styles were "a piece of Gallic revenge, undertaken as a protest against the war debts," was hinted by some of the readers who were moved to write to Miss McCormick on the subject, to which she returned a few days later, writing:

Most of the objections center around the corset menace and the inconveniences of the flapping skirt. The latter, say many, is strictly a limousine style, highly unadapted to rain, snow, blizzards, or subway daily dozens.

My own sentiments on the subject were reinforced when I went out dancing, the other evening, and noted half a dozen ladies with trains. All that our night clubs

NOTHING CAN TAKE THE PLACE OF COFFEE

*nothing needs
to NOW!*

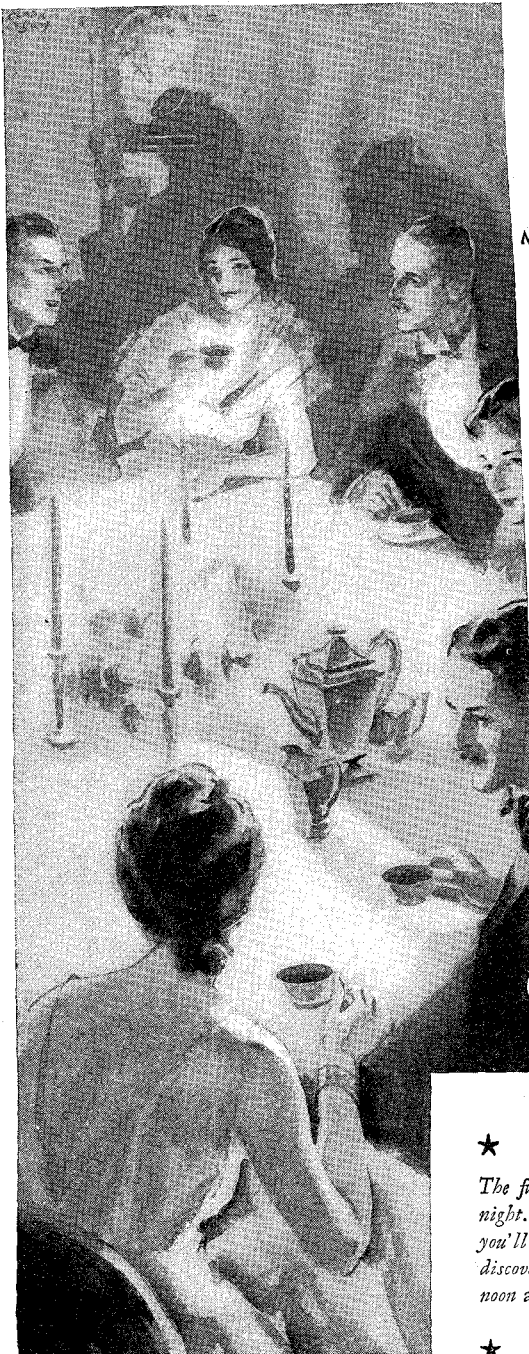
COFFEE — steaming, fragrant coffee! Its appetizing aroma greets you in the morning, sends you on your way rejoicing. Its spicy flavor and cheering warmth relax and comfort you at night. Nothing can quite take the place of coffee—and nothing needs to now!

Even if coffee has affected your sleep, your nerves, or your digestion, you can now enjoy it without regret. For the way has been found to remove from coffee the one ingredient that made you give it up. That ingredient is caffeine. Drink Sanka Coffee—genuine, delicious coffee from which 97% of the caffeine has been removed.

Full of coffee's old-time goodness!

Just try Sanka Coffee—discover how delicious it is. Discover that caffeine adds nothing to coffee's flavor—nothing to its fragrance. Caffeine doesn't even contribute to coffee's immediate sense of satisfaction. That comes from the warmth and flavor of the drink itself.

Sanka Coffee is all coffee—nothing but coffee—a superior blend of the finest Central and South American coffees. Nothing is added—nothing but caffeine is removed. Sanka Coffee has the spicy flavor—the steaming fragrance—all of coffee's old-time goodness. Coffee experts recognize that no other blend is finer in quality or in flavor.



MAKE THE
NIGHT
TEST!



★ MAKE THE NIGHT-TEST! ★

The first time you try Sanka Coffee drink it at night. It won't keep you awake. Next morning you'll know, from actual experience, that you've discovered a delicious coffee you can enjoy morning, noon and night—without regret!

★ ★ ★ ★ ★

Endorsed by physicians

Physicians here and abroad endorse Sanka Coffee whole-heartedly. They recommend it to patients who cannot drink other coffees.

Your grocer carries Sanka Coffee—ground or in the bean—in pound cans that preserve its freshness and its fragrance. And he sells it on this money-back basis: "If, after a thorough trial, you are not satisfied on every score, return what's left in the can and we'll refund the full purchase price."

Don't deny yourself the enjoyment of Sanka Coffee another day. Get a can now!

© 1929, S. C. CORP.

SANKA COFFEE

Genuine



Delicious



WITH 97% OF THE
CAFFEIN REMOVED



ERASE THOSE STUBBORN STAINS SAFELY



A Special Tooth Paste for Teeth That are HARD TO WHITEN

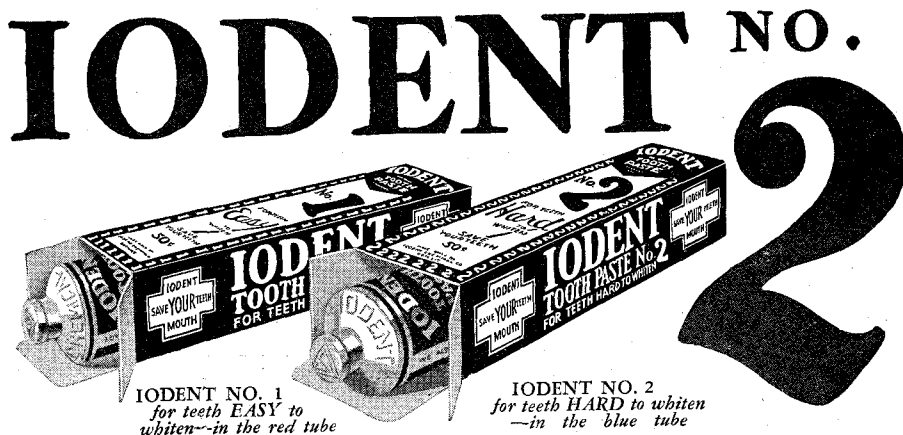
Through sheer efficiency, safety and flavor Iodent No. 2 has won the most loyal and enthusiastic body of users who ever rewarded merit with their patronage.

IODENT No. 2 gets results, gets them quickly and gets them safely. Without harmful grit or bleaches, it whitens teeth that are hard to whiten. By enlisting the definitely known therapeutic value of calcium and potassium iodides, it stimulates a healthy and healing circulation in the delicate (and often

sluggish) tissues of the gums. Because of its special texture, it maintains an effective body in the mouth, clings 'til it cleans and produces a brilliant lustre.

You'll like IODENT, too. It sparkles in the mouth, leaving a wholesome and refreshing after-taste. Buy a tube today—No. 1 (in the big red tube) if your teeth are Easy to Whiten; No. 2 (in the big blue tube) if your teeth are Hard to Whiten.

IODENT CHEMICAL COMPANY
Iodent Building Detroit, Mich.



PERSONAL GLIMPSES Continued

need to make them perfect is a score of satin trains sweeping over the floor in local or express rhythm.

Long skirts are also objectionable because of what they do to the feet. Altho my memory of the opus is vague, somebody once wrote about a lady's feet appearing and disappearing under her dress like little mice peeping in and out. Now, owing to good, healthful exercise, the modern woman's feet are not like little mice. A



Photograph by Underwood & Underwood

PILING UP THE EVIDENCE

Proving that the Paris fashion magazines have conspired to get woman's hem to the carpet.

better animal to compare them to would be an adult beaver.

Under a long skirt, modern pedal extremities don't peep in and out; they protrude with great constancy and perseverance. When a woman wears a short skirt, the news about the feet is broken gradually; in fact, many masculine eyes never get that far at all. A skirt that comes close to the floor concentrates attention on the shoes, and hence is by no means a blessing to ladies who do not want pedal publicity.

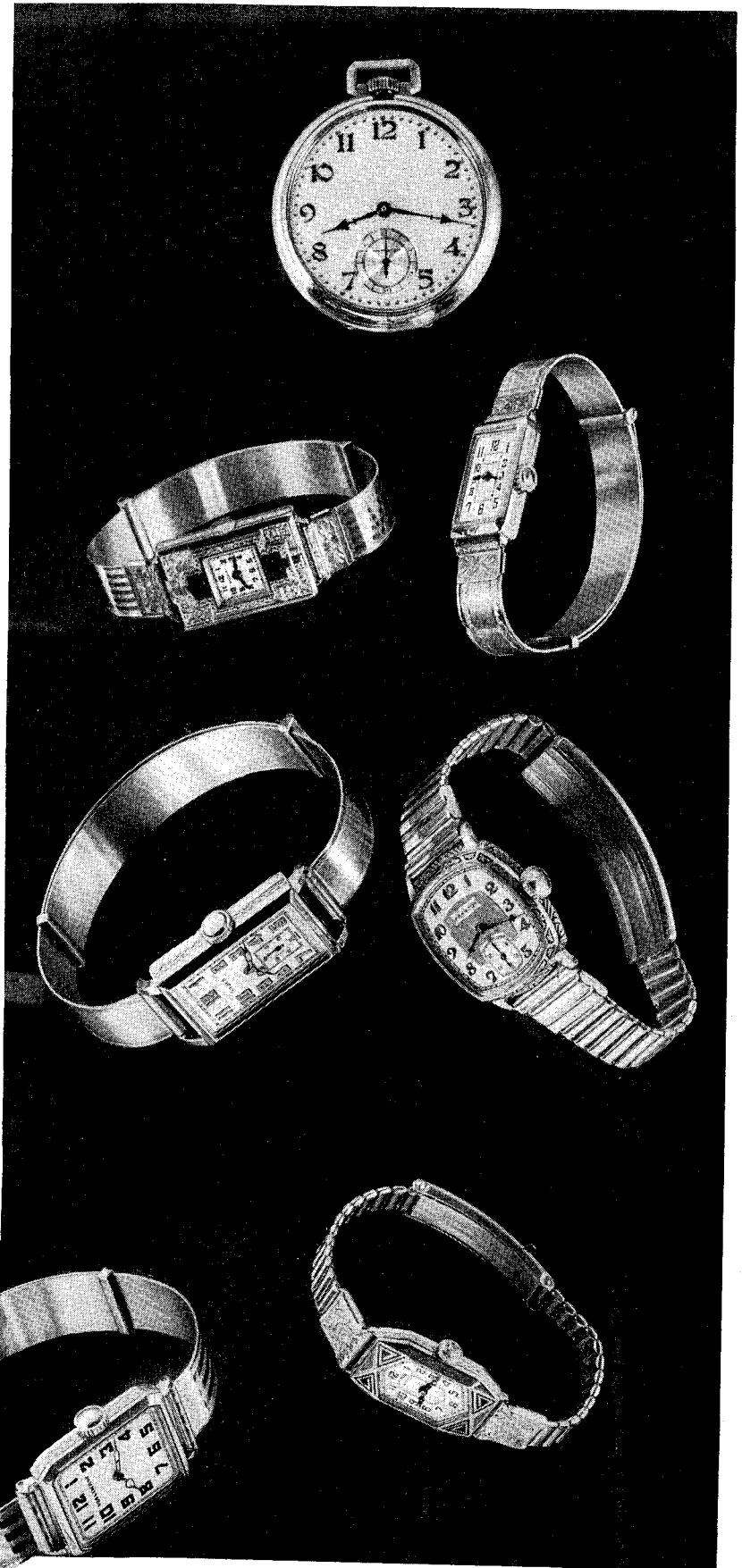
The following letter is typical of my collection:

"Anent your recent sartorial discussion, may I ask if we must all go Queen Mary just because the manufacturers decided that

Wadsworth cases
are sold to the makers
and importers of good
watch movements only.

Therefore,
one way to be sure of
getting a good watch
is to look for the name
Wadsworth in the case.

THE WADSWORTH WATCH CASE COMPANY,
Dayton, Ky., Opposite Cincinnati, Ohio
Case makers for the leading watch movements

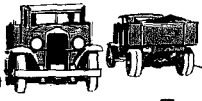


On this page are illustrated
fine watches with movements
by well-known makers, and

cases by Wadsworth. Other
Wadsworth models will appear
in succeeding advertisements

Wadsworth Cases

MAKE WATCHES BEAUTIFUL

Actual cost records  **kept by many of America's leading truck and bus operators prove that new U. S. Heavy Service Tires are effecting greater economies and giving more continuous, repair free mileage**  **than any other tires in the world. A check of your own cost records**  **may reveal an opportunity for similar economies in tire performance. And you can often add extra years of life to your trucks and buses by cushioning them with U. S. Heavy Service Pneumatics. Consult your nearest U. S. dealer.**  **He has a complete line to meet every haulage requirement.**

UNITED STATES RUBBER COMPANY
WORLD'S LARGEST PRODUCER OF RUBBER

U.S. ROTAL
HEAVY SERVICE  FOR TRUCKS AND BUSES



we have not been using enough material?" inquires C. A. B. S.

"In the past, it is true, there hasn't been enough cloth in a dress to use in flagging a train. Still, occasions when one must flag a train are quite rare, and all one gets for it is a gold watch of the type nobody wants, anyway.

"You say you don't like the new clothes. Fannie Hurst says she doesn't like them. I don't like them, and neither do my play-mates. You write you are against them because you fear they will turn you into

end it all. It looks like a long, dull winter for the two sexes."

In view of the general attitude, it is my humble opinion that the Paris *couturiers* ought to dust off their crystal globes and try guessing again.

A wide-spread masculine interest in this feminine crisis is reflected in editorial comment all over the country. The Minneapolis *Tribune*, noting that many of the leaders of the feminist movement are up in arms against the new-old styles, continues:

They felt that the day was at hand when women could be trusted to dress sanely and naturally. They supposed that "emancipation" had meant emancipation from the tyranny of dictators of styles.

Now we shall have an opportunity to see whether the leaders of the feminist movement or the directors of fashion have the greater influence with women. Betting odds, we sadly fear, favor the directors of fashion at the ratio of about 100 to 1.

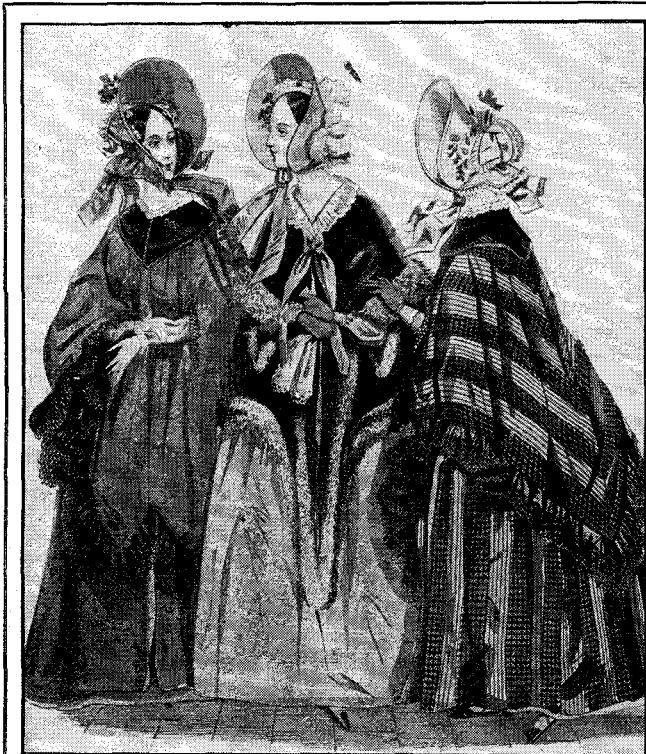
Men will observe the struggle with only casual interest. Men accept women's styles with a fatalistic shrug of the shoulders. They are in the habit of adjusting themselves to the caprices of the style Mussolinis with the same resignation that they adjust themselves to the caprices of the weather. But if women go back to the trains and the hoop-skirt and the big sleeve and the bustle, the masculine sex will at least regain its older reputation of being the less idiotically drest of the sexes.

That the short skirt will survive the storm, with some modification, is stoutly maintained by the Newark *Evening News*, which ventures to prophesy:

For street and business wear, something about four inches below the knee is low tide. The girls will not concede any more, let Paris and other centers of light and leading rave as they may. It is a matter of comfort and health, and the girls do not intend to abandon freedom for trailing ruffles. For evening wear, all right; the uneven hem is accepted as standard for the present social season. But it will be many a long day—if ever—before office workers and professional women will appear in frou-frous. The world has marched too far for any such retrogression. One might as well expect them to adopt the hour-glass corsets of their mothers.

Knees have withdrawn into the mysteries, and a good thing, too. But ankles and points north will continue—let us hope.

A few inches above or below the knee isn't likely to make much difference to the average American woman, opines the Omaha *World Herald*, "but we are betting



By courtesy of the Boston Evening Transcript

ANOTHER STEP MAY TAKE US BACK TO 1838

But perhaps we shall be warned in time by this exhibit of "Walking or Carriage Costumes," from the yellowed pages of *Godey's Lady's Book*.

a siren, and the drawing-room will be cluttered up with too-imprest males.

"Miss Hurst vociferates in the press because she thinks they will work against the sex in industry. Neither of these arguments, I fear, will weigh very tellingly when Paris decrees otherwise.

"However, there is one argument that not even Paris can combat. Whether she is a loose lady or a lady of leisure or a lady of labor, every woman is a daughter of Eve. Tell her—and it is the sad truth—that the long skirts and the Queen Mary regalia literally add years to her age.

"When this is realized, the ship-news photographers will again hold carnival, and there will be no danger that stockings will be seen only on the Monday-morning clothes-line."

Here is a missive expressing the masculine point of view. "The writer (a mere man) was surprised to learn from your column that the new styles for women are supposed to be sirenlike, alluring, and that sort of thing," says "A Sorrowful Male." "I have been under the impression that they were intended to be quite the opposite.

"At any rate, my reaction to the long skirts has been very depressing. Instead of having an urge to follow the wearers of these contraptions, I have felt only like turning away in sorrow. If any of your present admirers commit suicide in your home, it will probably be because the hideous new styles have decided him to



"I Never Expected A Raise So Soon"

"I've Increased Your Salary Because You're Worth It"

"YOU have been with us about a month and you are by far the most competent secretary I ever had. Six weeks ago you were only a telephone girl—I can't understand how you gained your present speed and accuracy in only 6 weeks. Why, a great many of our stenographers have studied shorthand for ten months and still make many errors."

"That isn't their fault, Mr. Chapman. Old-fashioned shorthand requires months of hard study and practice and even when it is mastered it is difficult to read. But Speedwriting is very easy. I—"

"Speedwriting? What's that?"

For answer the girl handed the big business man her notebook.

"Why, this is remarkable, Miss Baker. It's in simple A, B, C's!"

"Yes, surely. That's how I learned it so quickly. *Anyone* can learn Speedwriting. There are only a few easy rules. There are no hooks or curves; every 'character' you use is a letter you already know—one that your hand needs no special training to make."

"Well, that's the most remarkable thing I ever heard of. I could use that myself at board meetings and a dozen other places. You can write it rapidly, too!"

"One boy I know, who studied Speedwriting in his own home, took court testimony at the rate of 106 words a minute after only 15 hours of study."

"Miss Baker, where can I get some literature on Speedwriting? I really believe I'll take it up myself!"

Two months later Mr. Chapman and all his stenographers were *Speedwriters*!

You Can Do It Too

Tens of thousands have been freed from the drudgery of the old-fashioned methods of learning and writing shorthand by this marvelous new system, which may be written with a pencil or on a typewriter; can be learned at home in a third the time needed to master any other system; is more accurate, and can be written with amazing rapidity.

Mail the coupon tonight. It will bring you an illustrated book full of examples and stories of successful Speedwriters all over the world. No matter *what* your need for shorthand may be—you can fill that need *better* with Speedwriting.

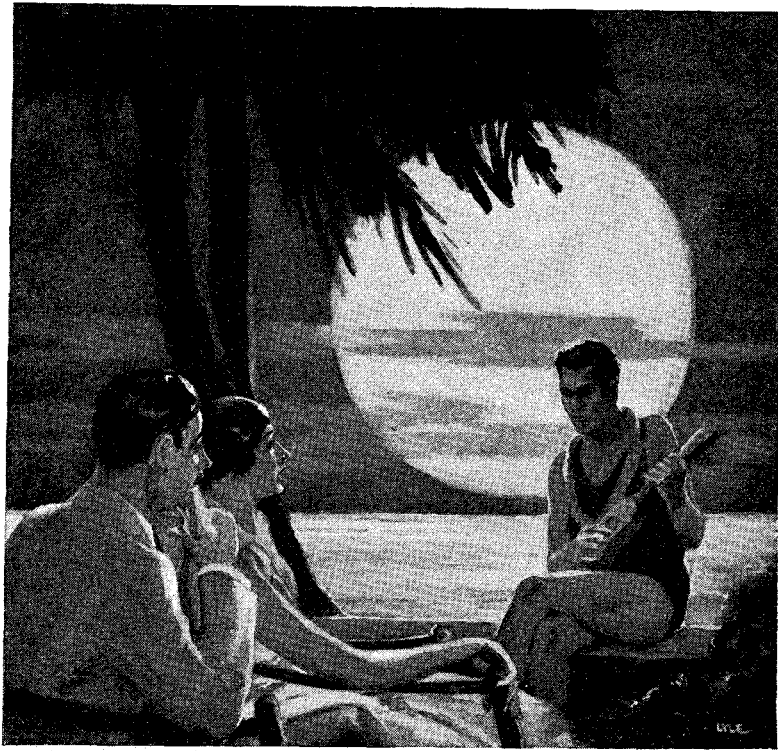


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New York, N. Y.

SPEEDWRITING, INC. Dept. BR12,
200 Madison Ave., New York, N. Y.

Please mail me the FREE book on Speedwriting.

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Address.....
City.....State.....



HAWAII "Starlight Skies and Tropic Moon Gild Winter With Enchantment

THE call of Hawaii is the song of the South Seas bidding you "Come." It sings of beaches silver under a tropic moon . . . of smart hotels in settings of coco palms . . . of kingly mountains in rainbow robes. It tells of a land that knows no winter . . . of a Christmas Day whose reds and greens are living flowers scattered in reckless profusion against a verdant carpet stretching from sea to sky.

The lure of a climate free from extremes has made the Island Paradise unique among winter resorts. Eager sun-seekers have established a Winter season beginning in Fall and running through Spring. Tonight, little groups of the advance guard are lolling on palm-fringed shores or sporting in starlit waters. Voices that have echoed at Deauville and Cannes blend with soft Hawaiian cadences on broad lanais overlooking the sea.

There is so much to do in Hawaii, so much to see, that even the lengthened season hardly provides time in which to absorb its myriad delights. Each of the major islands has its own attractions, its distinguishing charms. Over all, major and minor, hovers an atmosphere of primitive beauty, of idyllic enchantment.

Make your plans now. No matter where you live the miracle of modern transportation has brought Hawaii to your doorstep. From the four gateways of the Pacific, splendid liners as proud as any that float make the journey in from four to six days, according to the ship selected. Sun-smoothed seas know no season. The voyage becomes a blissful interlude of rest if you wish, or if you prefer, a period of enthralling diversion.

And remember, Hawaii is part of the United States. There is no bother of passports or other formalities.

Hawaii Tourist Bureau

San Francisco, Calif.
1103 Monadnock Building

Los Angeles, Calif.
655 D Chamber of Commerce Building

MATSON Line from SAN FRANCISCO Portland and Seattle

535 FIFTH AVENUE	- - - - -	NEW YORK
140 SOUTH DEARBORN	- - - - -	CHICAGO
215 MARKET STREET	- - - - -	SAN FRANCISCO
723 WEST SEVENTH STREET	- - - - -	LOS ANGELES
1319 FOURTH AVENUE	- - - - -	SEATTLE
82 1/2 FOURTH STREET	- - - - -	PORTLAND, ORE.

LASSCO Line from LOS ANGELES in Southern California

730 SOUTH BROADWAY	- - - - -	LOS ANGELES
521 FIFTH AVENUE	- - - - -	NEW YORK
140 SOUTH DEARBORN	- - - - -	CHICAGO
685 MARKET STREET	- - - - -	SAN FRANCISCO
213 EAST BROADWAY	- - - - -	SAN DIEGO, CALIF.
609 THOMAS BUILDING	- - - - -	DALLAS, TEXAS

Any travel agent will gladly give you full particulars and arrange your bookings

PERSONAL GLIMPSES Continued

that she is too strong-minded to let any Paris dressmaker hobble her again to the point of discomfort. American merchants are apparently set for this resistance. A smart Fifth Avenue shop in New York, stocked with the new designs, is reported to have them all in duplicate in the shorter lengths for women who refuse to go back



Wide World photograph

DISGUIISING THE DOSE

With decorative embellishments the designer hides his fell purpose of recapturing the emancipated sex.

to the long skirts." While the Houston *Post-Dispatch* argues:

It is true that the economic and political status of women has changed greatly in recent years in the direction of more freedom for the female sex, but it yet remains to be proved that women's penchant for being in style has undergone any change. Helen Wills came home from Europe the other day wearing a skirt that did not miss the floor far. Let Clara Bow, Mary Pickford, Mrs. Hoover, Princess Alice, and a few more like them appear in pre-emancipation skirt lengths, and we profoundly fear the argument will be over.

On the industrial side of the conflict—for there is, it seems, a very considerable industrial side—a kindly thought is invoked by the New York *Evening Post*, thus:

Fashion is as indifferent as the wind to the effect of its changes. A variation in woman's costume may ruin a whole industry, but this possibility does not prevent the change.

Statisticians have been telling us that if the length of women's dresses were increased by six inches, the change would make the dress-goods industry more prosperous than it has been since short skirts began to be worn. The vogue of silk stockings has seriously affected the business of the makers of cotton stockings, and the use of natural or artificial silk instead of cotton for dresses has reduced the demand for cotton and reduced the profits of the cotton-growers. The cotton mills also have suffered because of the falling off in the demand for what they make.

And now word comes from South Africa that the change in millinery fashions has ruined the ostrich-raising industry. For more than thirty years the ostrich-raisers were the most prosperous farmers in that part of the world. There were about 750,000 ostriches in captivity. A pedigreed breeding bird was worth from \$5,000 to \$7,000, and the land on which the birds were kept sold for \$1,000 an acre. But in 1913, the demand for ostrich feathers began to decline as the picture-hat was superseded by something smaller and less spectacular. There was no room on the new hat for a flowing plume.

As the author of "The Mauve Decade," (in which skirts kicked up quite a lot of dust), Mr. Thomas Beer, is considered an authority on women's fashions, and Miss Merrill quotes in her *World* article, to which we now return. Thus:

"I know a lady of fashion," said Mr. Beer, "who was offered by a smart dress-maker in Paris twenty gowns for almost nothing if she would wear long skirts.

"Some of the fashion pictures up to date look as if we are in for it pretty bad. As I understand this current business, however, there is no attempt at the revival of the underpinning—is there?—no petticoats are attached to this horror. I don't think the multitude of skirts, the bustle and that sort of thing can come back, because hygiene is one of the first things from which new things are born, and people do not go back to the idiosyncrasies of their ancestors in medicine and hygiene. The old docile doctors who said that women could not get along without corsets were liars, and knew it at the time.

"If this change in styles will mean the end of a rather monotonous silhouette, why, good loud cheers. I personally welcome it with great joy, as there are several pairs of ankles around town I have been tired looking at for some years."

When asked if he thought such a radical change of styles would usher in a slower, more sedate period, Mr. Beer replied:

"I don't think so for a single minute. In the first place, I don't think that the lady who wore long skirts was quite as acquiescent as people thought she was. After all, in the whole reign of terror of the commanding matron in America, no one ever ruled a city much more than Mrs. Potter Palmer of Chicago. I saw her two or three times when I was a child, and she was upholstered in every corner, but there was nothing acquiescent about Mrs. Potter Palmer. She made Chicago stand on its head for thirty years."

"Women's clothes are important to men because subconsciously we are aware of them—pleased or annoyed by them."

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Here you can stand on the shore and let your imagination carry you over the thousands of miles, to these strange and interesting places. Now-a-days many travelers are making the journey in person... for interesting things are happening on the wide spread shores of this giant of oceans. Perhaps you've journeyed around the Atlantic so much that now it's just "the big pond." Come out here and start exploring this less known ocean.

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tains seen through miles of orange groves... or perhaps you'll like best just to sit in the sun and loaf. Your living cost need be no more than you spend while home.

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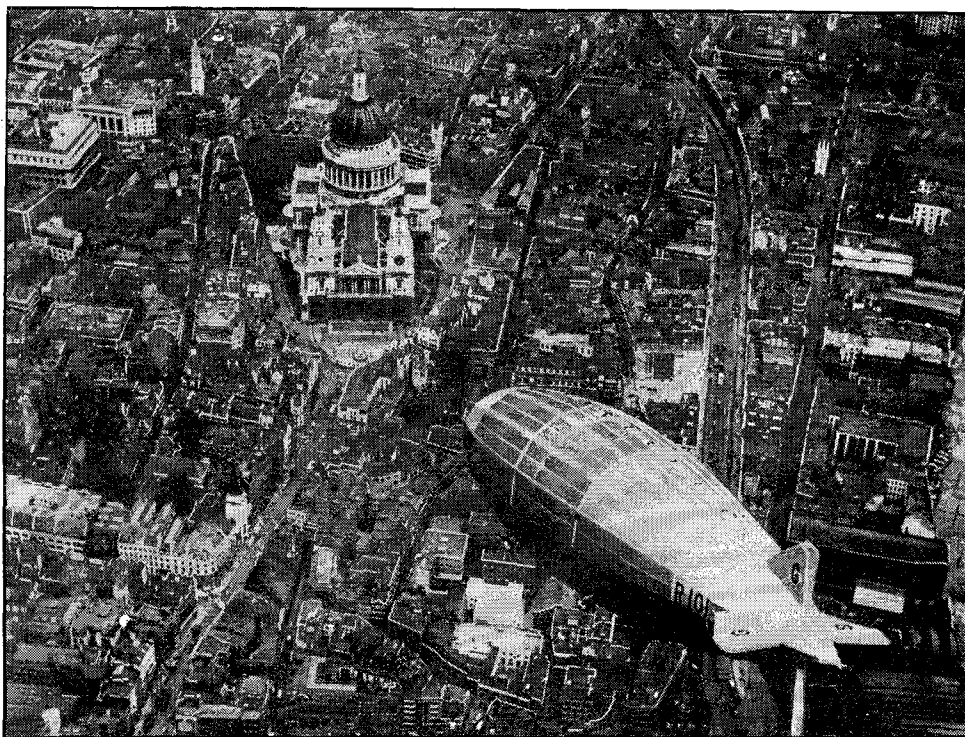
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MOTORING • AND • AVIATION

THE R-101: ENGLAND'S ANSWER TO THE ZEPPELIN



P. & A. photograph

WHEN LONDON LOOKED UP AT A PERFECTLY FRIENDLY GIANT DIRIGIBLE

No incendiary bombs rained from the R-101 as she cruised experimentally over the city roofs and the dome of St. Paul's Cathedral, for which the airship is headed in this picture.

FROM "UNDER A DUST HEAP" they took the giant and moved her out of the cobwebbed home she had occupied for some five years. Dawn was breaking when the mammoth doors of the cathedral-like shed were rolled back and thousands of watchers, standing in the road that leads to London, were treated to an unforgettable spectacle. There was "a hush for a moment, and then there was bedlam. The thousands lifted up their voices in mighty cheers," we read in a dispatch from Cardington, Bedfordshire, England, to the Philadelphia *Inquirer*, copyrighted by that journal and the New York *Herald Tribune*. The "giant apartment-house of the skies, lit up by row on row of electric lights, seemingly stretched back into infinity, was revealed in all its silvery magnificence." The R-101, which cost approximately \$5,000,000, whose luxurious appointments are like those of a crack liner, and with which Great Britain hopes to excel the *Graf Zeppelin*, was finished. She was being moved from hangar to mooring-mast, preparatory to her first flight. Some five years had been spent building the giant airship for the British Government. It has been the center of a controversy in which charges of extravagance and impracticability have been made against the craft's proponents. She would not work, it was shouted from the house-

tops; but this objection, as we shall see, seems to have been answered by performance.

The foregoing remark that the R-101 was taken from under a dust heap must not be read too literally. However, the great, silvery, 732-foot bag was covered with the dust that had accumulated during the delays in completion. Removing this looked like a problem to some observers, but Lieut.-Col. V. C. Richmond, designer of the ship, explained quite seriously that the wind would remove a ton of dirt before the first flight, according to *The Inquirer*.

An amusing suggestion as to a use for the R-101 after the first flight, from Cardington to London and back, was made by Lord Thomson, Air Minister, who participated in it. He observed, we read in the *Manchester Guardian*, that "he would like the Cabinet one day to sit while flying in the ship. He was perfectly sure they would be in a far more detached atmosphere than when they were

in Downing Street." Perhaps it is his idea to get his colleagues down to earth by getting them up in the air. But let us return to the *Inquirer's* account of the aircraft's first public appearance, before the enthusiastic crowd:

The ship is truly a lighter-than-air apartment-house. There is a private telephone exchange that can be connected with transatlantic telephone, and her number is Bedford 2255. Conversations in the ship are plainly heard, the plywood floors of the two decks acting as sounding-boards.

All was activity in the hangar before the ship was taken out. To



P. & A. photograph

OLD DOBBIN, BEING IN CLOVER, HAS NO TIME TO WASTE ON AERONAUTICS

S · A · F · E

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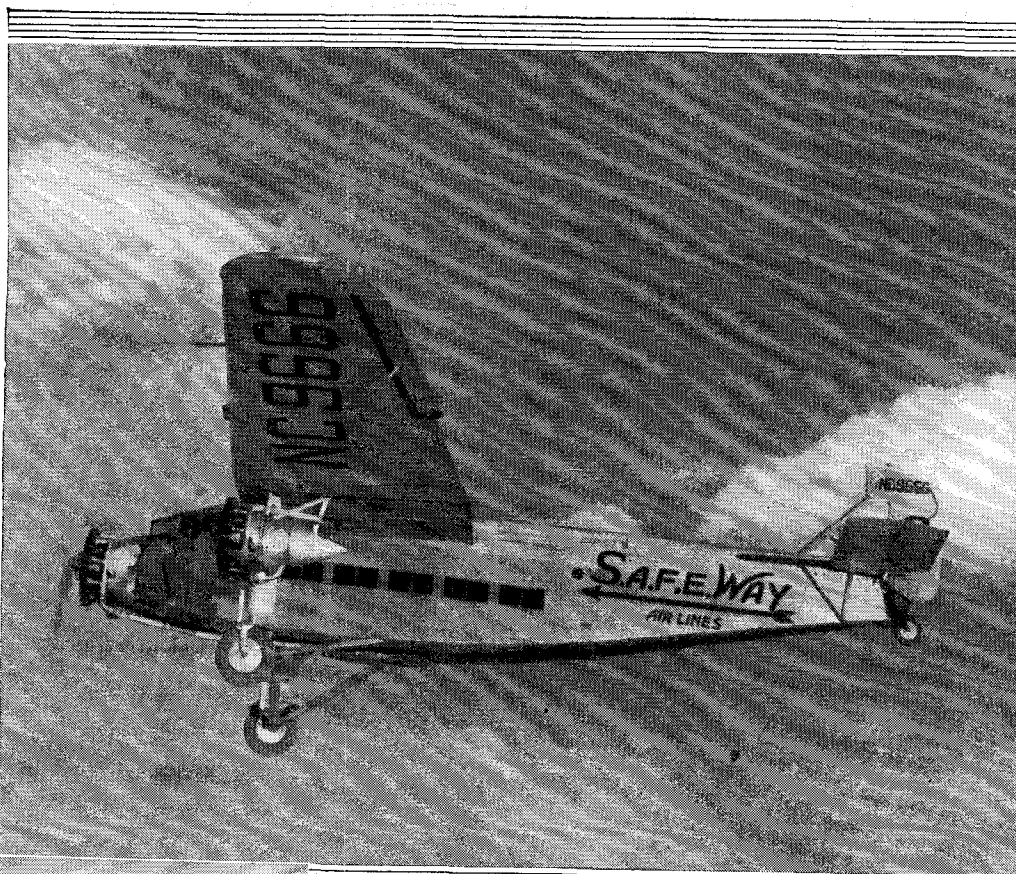
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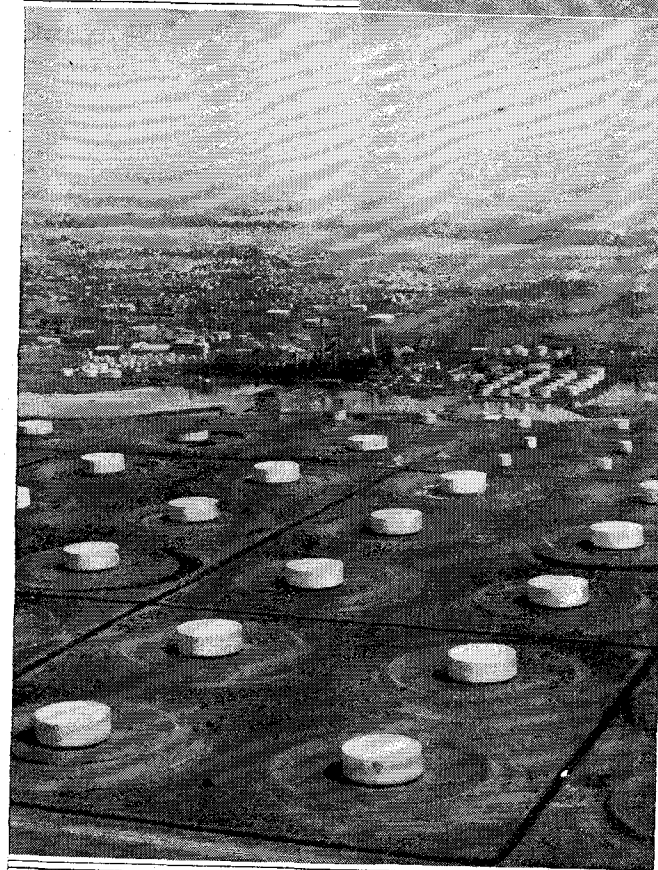
Colonel Halliburton, who established the Southwest Air Fast Express, has already in operation a fleet of nine tri-motored, 14-passenger, all-metal Ford planes. The S-A-F-E is right up to the minute in every phase of modern transport. Company limousines and five special aerocars transport passengers direct to and from downtown districts and the transport planes. Scheduled connections are made with all important trains.

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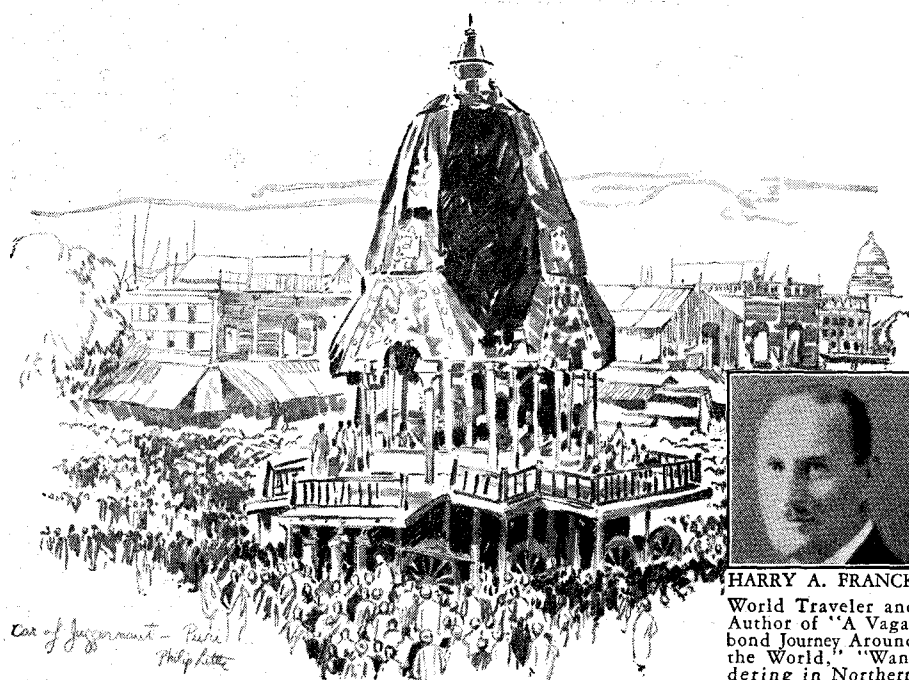
The safety factor, as much as anything else, determined Col. Halliburton in the choice of Ford tri-motored transports . . . since three engines provide the necessary margin of safety in carrying passengers. From the inauguration of service on April 2nd, over 2500 miles have been flown daily.

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The names of Calcutta, Bombay, Kashmir, Mandalay, and the Khyber Pass possess that subtle quality of romance that appeals most in the countries of the Orient.

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MOTORING AND AVIATION Continued

and fro beneath it moved masses of tiny figures, obeying sharp cries and raucous whistles. Suddenly there was a sharp blast, and the silver ball moved slowly out of the shed. Four hundred groundsmen hauled her out of the hangar, and as the great tail of the dirigible moved out, the silence gripping the crowd was broken. A rousing cheer floated across the field, climaxing the dramatic, tense scene.

The groundsmen performed the almost miraculous feat of moving the ship in exactly three and one-half minutes. So exactly did the giant vessel move in a straight course out of the hangar that she might have been on rails.

The 400 attendants who pulled her were guided by three chalk lines—one running straight from the middle exit doors, the other two running parallel to it from either side of the open hangar. At all the controls stood officers and members of the crew, ready for any emergency.

As soon as the airship was clear of the hangar, the men pulled her across the huge open space of the airdrome toward the 200-foot-high mooring-tower, atop of which a light was shining in the half-gloom. Slowly the huge envelop moved across the field, while a man on horseback dashed to and fro, keeping grazing sheep and cattle away from the dirigible.

When the airship was in position, a long cable was lowered from her nose and fastened to another cable lowered from the topmost point of the mooring-tower.

A whistle sounded. The groundsmen released their hold and the vast ship began to rise. On dead-even keel she mounted in the air, beginning to discharge water in half-ton cascades which fell flashing to the ground below while the men expertly dodged the torrents. The released weight permitted the ship to rise more rapidly, and when a height of 600 feet was reached a flag appeared beneath the control cabin as a signal to haul in.

The cable from the nose of the ship descended to the mooring-tower, and the airship began to descend toward it, being kept steady by the two side cables to the ground. Then the giant was moored, while her commander, Maj. G. H. Scott, who piloted the R-34 to America, looked down approvingly from the captain's bridge.

The first flight of the R-101 was so satisfactory as to be somewhat devoid of dramatic incident. The drama, we gather from the English press, was all on the ground where thousands of onlookers massed themselves in the streets and craned their necks for a look. In the sky were airplanes circling the monster, and in two of these, it was learned later, were the Prince of Wales and his brother, Prince George. For a first-hand story of the flight from the standpoint of those who made it, we turn to the London *Daily Mail*, where Capt. Paul Bewsher, D. S. C., tells us of interviews with Maj. G. H. Scott, the commander, and others on board.

"I am delighted with the ship. It has been perfectly satisfactory in every way."

With a very cheerful smile Maj. G. H. Scott, the commander of R-101, made this remark to me when he came to the ground

at the end of the first flight by the greatest airship in the world.

He had taken fifty-one people on a 200-mile flight in a vessel twice as big as any ever before flown by an English crew, and containing many entirely new features, and had anchored it again to the high mooring-tower at Cardington.

Major Scott looked more than usually like a seafaring man in his blue jacket and gray flannel trousers.

"Everything has gone perfectly," he said. "The ship has been extremely easy to control. We have had excellent weather, but the ship gives every promise of being extremely airworthy also in high winds.

"We left the mooring-tower at 11:20, and after circling over Bedford and the aerodrome at a height of about 1,000 feet we set course against the wind. At 1,250 feet above Leighton Buzzard we turned for London, and after passing near Luton and St. Albans we reached the outskirts of London at Cricklewood, N. W., at 1:30.

"We sailed at about 2,000 feet over the center of London, passing above Kensington, Buckingham Palace, the Houses of Parliament, and across the river at Westminster Bridge. We then turned northward again and passed over the city above the Bank of England, and went out of London not far from Stratford, E. We returned direct to Cardington, passing above Harpenden.

"While over London I could clearly hear the whistles of boats on the river and of railway locomotives. The ship is remarkably quiet, and in the passenger quarters the sounds from the ground could easily be heard above the hum of the engines.

"It was hard to tell whether our passage was creating much excitement below, altho Trafalgar Square seemed rather full. In the country, however, I noticed that at many schools all the children rushed out to look up at us.

"We reached Cardington at 3:8 P. M., and after flying round and testing the rear engines we picked up the wire of the mooring-tower at 4:10, and forty minutes later we were secured to the mast. We were linked to the cable at a height of 600 feet, and then rose to 1,100 feet on the cable before it was wound in and drew the nose of the airship down to the top of the tower."

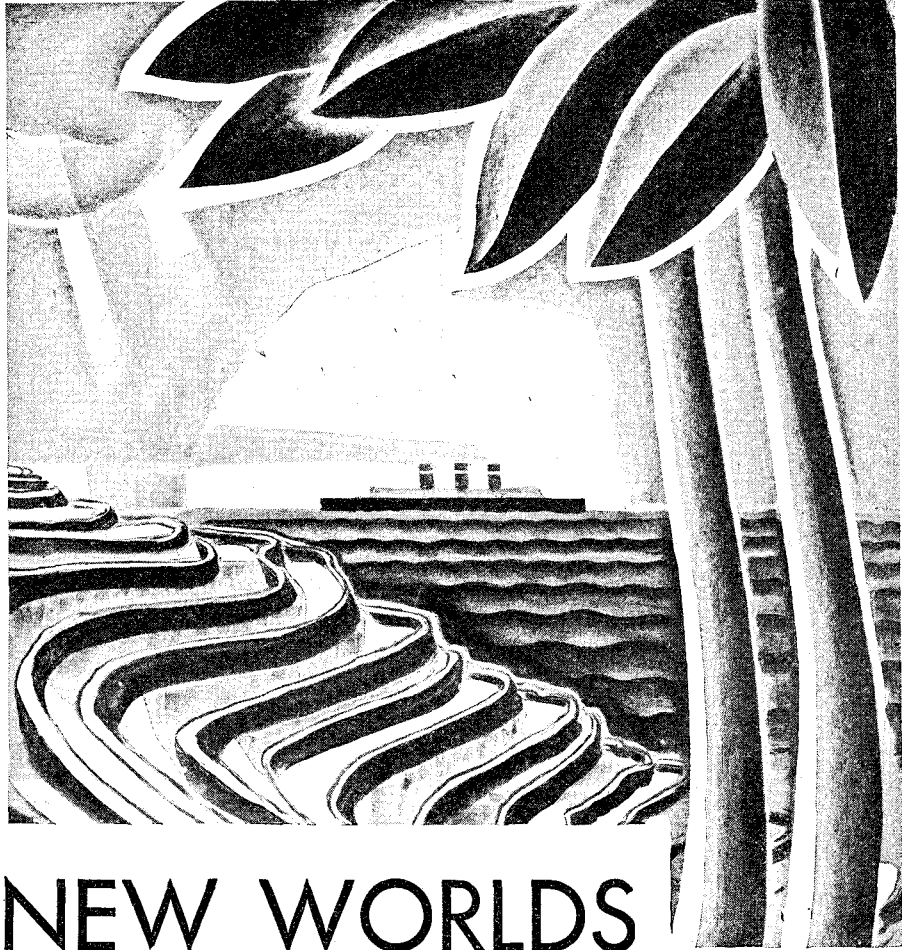
Lieut.-Col. V. C. Richmond, who designed *R-101*, and who was on board, told the interviewer that altho the chairs in the passenger quarters were not secured, not one moved during the voyage. He said, we read:

"The only noise was a curious sound, rather of a hissing character. So quiet was it that it was possible to speak to a friend across the wide lounge without the voice being raised more than a little. We had a magnificent view from the big windows beside the promenade at each end of the lounge. During the voyage we had luncheon in the dining-room."

When Londoners gazed up few realized that they were looking at a floating hotel. Above them was passing a set of public rooms, including a lounge decorated with pictures, and furnished with comfortable wicker chairs; a white and gold dining-room with flower-decorated tables gleaming with glassware and cutlery, corridors of cabins, a smoking-room, and other apartments.

A cook was busy in a neat aluminum kitchen, and a steward in trim blue uniform moved from table to table to see that everything was ready for luncheon.

There were two sittings for luncheon,

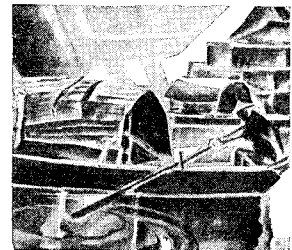


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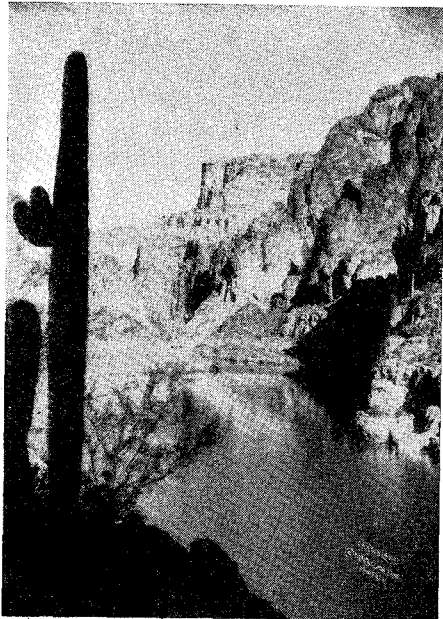


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MOTORING AND AVIATION Continued

which consisted of soup, roast mutton, onion sauce, and vegetables, a sweet, and coffee. Beer was served with the meal.

R-101 left on its first voyage with much greater ease than a liner leaves port. Everything was ready at 11 A. M., but the chief passenger, Air Marshal Sir John Higgins, had not arrived.

Suddenly a motor-car dashed up, Sir John stepped into the lift of the tower, was carried to the top, and walked along the gangway into the nose of the ship. A signal was given and the huge airship floated gently upward.

Its return was carried out just as simply, altho of necessity it took longer. The ship lowered an 800-foot cable, which was seized as it touched the ground, and joined to the long cable from the mooring-tower, which had been laid across the aerodrome.

A white flag was displayed from the control cabin of the airship, giving the signal to wind in, and when its nose engaged in the gear at the top of the tower the gangway was lowered and the passengers stepped off.

But the first trial flights are not a final test, as *The Daily Mail* points out editorially:

The initial cruise of R-101, the biggest airship in the world, has been satisfactory; and London rejoiced to see her floating overhead, and her huge bulk maneuvering with apparent freedom and ease. The real tests of her capacity have, of course, yet to come. They will show whether she represents a substantial advance on the German airship *Graf Zeppelin*, and on our own R-34, which ten years ago, in 1919, crossed the Atlantic and returned.

In that daring Atlantic voyage R-34 led the way, but all who have studied her record are aware that during it she was repeatedly in danger. The *Graf Zeppelin*, a much more recent airship, by the confession of her designer, Dr. Eckener, is too small and slow for commercial work. The airship which is to be capable of service on our empire routes must possess qualities that no vessel yet completed has possessed.

Now for some descriptive details. The R-101 is 732 feet long and 132 feet in diameter. Her gas capacity is 5,000,000 cubic feet. She is, thus, shorter and thicker and on the whole larger than her rival, the *Graf Zeppelin*, whose capacity is only 3,700,000 cubic feet, we learn from the *Herald Tribune*. For more information, we turn to *Aviation* (New York) and read in an article by that magazine's British correspondent:

The actual measurements and weights of the ship which is of 5,000,000-cubic-foot capacity may be given, and for the purposes of comparison they are set against those of the *Graf Zeppelin* so far as they are known:

	R-101	Graf Zeppelin
Length, feet	732	772
Diameter	132	100
Speed, maximum	70 m. p. h.	80 m. p. h.
Speed, cruising	63 m. p. h.	68 m. p. h.
Range with normal payload	3,000 miles	6,250 miles
Normal payload	52 passengers	20 passengers
Total displacement	151 tons	107 tons
Engines, number	5	5
Total hp.	2,600 hp. forward 650 astern	2,650 hp.

A brief reference is made in this account to the passenger accommodations, which

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approach the point of luxury. A large lounge stretches right across the ship with verandas on each side, from which a comprehensive view of the outside world is obtained through safety glass panels in the sides of the ship. Reading on of the comfort to be found in the air giant:

The lounge is attractively furnished with easy-chairs and settees for 100 people, and on the same deck is a dining-room, also lighted from large panels in the side of the ship, that accommodates fifty people. Under this, on the lower deck, is an electric kitchen with a small elevator to the dining-room above, and on the lower deck also is a smoking-room that accommodates about thirty persons. It is a most acceptable addition to the conveniences of airship travel. This has the same three-ply floor as the rest of the ship, but it is covered in metal while the walls are fireproofed. There is forced ventilation here and this section, the kitchen, and the wireless room are divorced entirely from the ventilation of the rest of the passengers' quarters and are continually fed with a stream of fresh air, whereas in the other portion fresh air is merely added to that already in circulation. There are two berth banks, and the washing accommodation is grouped so as to keep the water used under control and to save weight in piping and in other directions.

The launching of the *R-101*, which is expected to fly to Egypt and India next year, and may visit America, was preceded by a lively controversy over the merits and demerits of heavier- and lighter-than-air craft. At the same time, a copyrighted London dispatch from Rolfe Baltzell to the *Herald Tribune*, tells us the taxpayers were wondering whether or not there had been reckless extravagance in spending \$10,000,000 or more on the *R-101* and her sister ship, the *R-100*, which as we write, is still awaiting trial. Reading on in this account, written before the trial of the *R-101*:

Experts assert that the designs of both airships are technically deficient; that under no circumstances can the airships become commercially successful, and from the moment they take the air those concerned will be consumed with anxiety lest an accident overtake them.

An article in a technical journal, *The Engineer*, is even more critical. After calling attention to the fact that the launching of these giant airships is nearly two years overdue, *The Engineer* says they will be underpowered and under-weighted, deficient in speed and not provided with a satisfactory reversal system, and unable to carry the 100 passengers, for which accommodations have been provided. The paper says the engines of the *R-100* will be approximately 1,000 horse-power less than was intended, while their weight and the weight of the gondolas in which they are enclosed will exceed by five tons the amount originally estimated.

Edward F. Spanner, a noted naval architect who has written three books on the subject of airships, and studied every detail of the construction of the *R-100* and *R-101*, predicts a catastrophe when they take the air. "My own opinion," he says, "is that they will not have been launched long before they either crack up in the air or at their mooring-masts. You can take it



Sometimes husbands must be mothered

"STRICTLY between ourselves, Alice, sometimes the only way to handle these obstinate men is to treat them as you do a child—simply give them what's good for them.

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MOTORING AND AVIATION Continued

from me the shipping industry is quite prepared for the failure of the two airships. Nobody who knows anything at all about it has faith in them."

But, we gather from later *Herald Tribune* and Associated Press accounts and articles and letters in the *London Times* and *The Daily Mail*, the first flights served to dispel any uneasiness that existed. Indeed, after the second flight, which consumed an entire day, the passengers were even more pleased than after the first. The story of this cruise is told thus in *The Times*:

The ship left Cardington at eight o'clock in the morning, and was due to land at four o'clock in the afternoon, but actually night had fallen before the *R-101* was locked home on the mast, just before 6 P. M., as Major Scott held off for more stable conditions. This illustrates one of the new problems which arise with a new form of transport, for to the spectators it seemed a perfect day, with little wind, a bright October sun, and clear air. Yet to the airship commander the air was full of disturbed currents, rising and falling with varying temperatures, and Major Scott, after trying twice to navigate these invisible aerial shoots and rapids, lay off for better conditions just as a ship lies off the harbor mouth for the tide. He explained afterward that when he has had more experience of the ship, and the extent to which she responds to various conditions, he will have no difficulty in coming into the mooring-tower.

As Lord Thomson remarked, the ship has yet to find herself, and her crew have still to shake down to a regular routine. "The *Mauvetania* was three years before she found herself," said Lord Thomson, "and I remember the *Majestic* arriving at the Ambrose Light at 6 A. M. and not docking until 5:34 in the evening." The flight, it was stated, was in every way a success, and, with more engine power in commission to-day, a true air speed of well over sixty miles an hour was reached, while the ship herself gave a comfortable feeling of strength at all speeds.

Lord Thomson, before he went on board, mentioned that he had flown twice before in airships. These were the American *Shenandoah* and *Los Angeles*, both ships with long and narrow passenger-cars, so that he was looking forward to trying the greater accommodation of the *R-101*. "I am taking with me some of the indispensable parts of my office," he said, alluding to his private secretary, Maj. C. L. Bullock, and a docket of State papers. "I am looking forward to breakfast, lunch, and tea entirely free from all outside disturbance high up above all terrestrial dirt and noise." He rather regretted that the weather conditions were so fair, tho a stronger wind was promised later in the day, as he wished to see the behavior of the airship in rough weather.

The *R-101* was back at her home field early in the afternoon, the narrative continues:

For some time she circled round, looking very pretty when the sunlight flashed on her. Then she went well out to leeward to come in to moor at about 4 P. M. Tentatively nosing the ship down, the



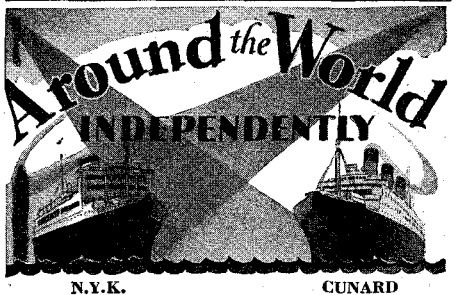
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commander found nearer the ground that *R-101* had too much lift, and Major Scott flew off and came round again, obtaining, as Lieutenant-Colonel Richmond stated afterward, most valuable experience of the way the ship handles. Still *R-101* refused to come down low enough for the mooring party to link up the trail rope and not until the sun had disappeared and the ground air grew colder did the ship come in low enough to be hauled down to the tower, after a total delay of possibly two hours.

This wait had in no sense diminished Lord Thomson's enthusiasm. He said, we are told:

"I have never had such a pleasant experience. There is a feeling of complete detachment and security. I have never been as comfortable on any ocean vessel, and the motion is comparable to that of a river steamer, only the airship is not so noisy. I prefer this very much to heavier-than-air transport. I like to walk about and stretch my legs. I like to look at the view and see it; and in this ship there were always fifty acres of country to be seen or a fine direct view downward of a city. Near Northampton, for instance, we saw a pack of foxhounds running over country, and also saw the fox, from a height of 1,500 feet. School children were turning out of the schools at the villages, and at Birmingham we seemed to arouse particular interest. I signed a good many documents, and found that an airship is a particularly congenial place in which to carry out work requiring study.

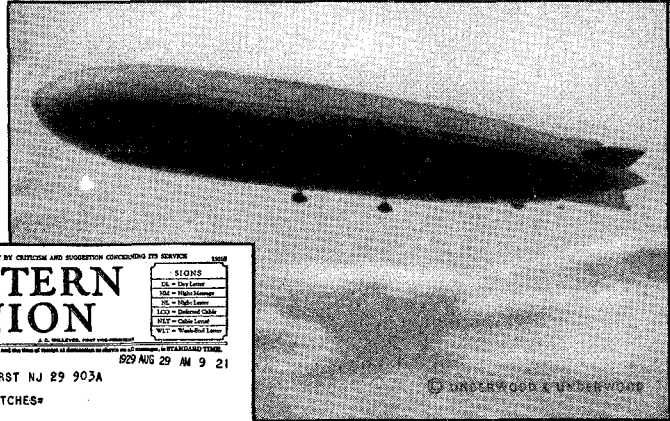
Lord Thomson added that he had practically carried out a normal day's work, had breakfast, read the papers, considered State papers, chatted as easily with the airship officers in the lounge as in a room, had had luncheon, followed by coffee and cigars in the smoke room, and tea later. The heat had been turned on, and a pleasant temperature was everywhere in the passenger quarters. The ship had reached a speed of seventy miles an hour with the wind at one period, and they had flown at over 2,000 feet.

"It is in my view an eminently successful flight," Lord Thomson continued: "but I want to make it perfectly clear, as I emphasized when I introduced the present program in 1924, that it was tentative and experimental. No reasonable man will expect the first vessel of its kind to be perfect, any more than you expect the first ship of a type to realize every hope. The *Mauretania* was not right until she had changed her screws three times, and I believe the cost of finding the right propellers ran into thousands. I anticipate that when the officers and crew know *R-101* this ship will handle in a way which will surprise you. A large number of the crew have had no practical experience yet of airship work."

In answer to a question about the future of the airship, Lord Thomson replied with a smile: "I have to climb a mountain called Snowden before I can tell you, only this Snowden is a Yorkshire, and not a Welsh, mountain. I can say with perfect confidence that this experiment so far has justified itself, and the first long-distance flight of *R-101* will be to Egypt and India."

Lord Thomson's first hope was to start at the end of the year for India, but he now finds that the spare engines will not be ready for shipment to the oversea base. He explained that as the whole policy of the airship program was safety first, as long as he was in charge no pressure would

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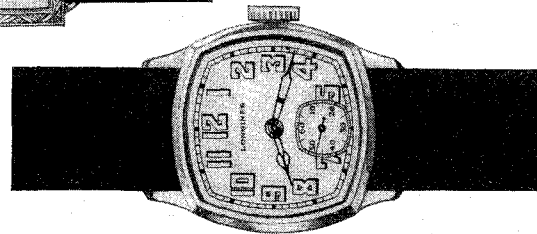
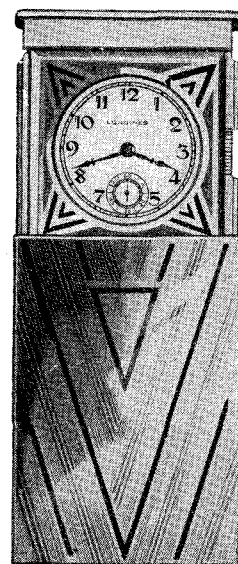
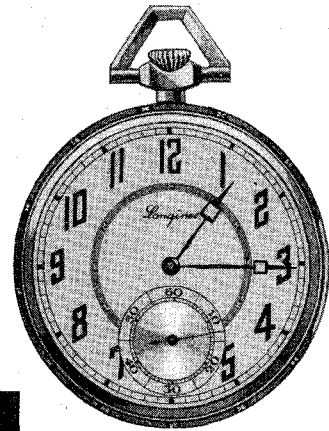
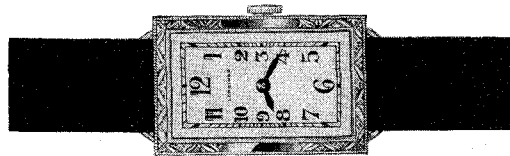
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be brought to bear on the technical staff to undertake any flight until they were ready and satisfied that all was in order.

Along with the *R-101*, the big German airplane, *Do.X*, has been very much in the public eye. An interesting comparison of the two aircraft of different types is offered in the *New York Times* by T. J. C. Martin:

Size plays a considerable part in the comparison. The airship is 732 feet long, has a diameter of 132 feet, and its height, including the control car, is 140 feet. The *Do.X*, according to one report of its size, is 152 feet long, has a span of 165 feet, and is 33 feet high from the water to the hub of its propellers.

The significance which size attains is to be seen in the fact that the airship must remain in its hangar in a wind much higher than a zephyr. Once moored to a mast, it can be launched safely in a fairly high wind. A great part of its engine power is used to overcome air resistance, the remainder to attain air speed.

The flying-boat can be brought out of its hangar in any wind under gale force. And since it can or is said to be able to ride in a sea of Force 3 or Force 4 with safety, it can take off in fairly rough water. A great part of its motive power is used up in propelling its enormous weight to a speed point where the air-pressure lifts it; the rest to attain cruising or maximum air speed.

The weight of the *R-101* is not known, and is not here germane, since the air it displaces is heavier than its total weight. Based on a lifting capacity of 67.25 pounds per cubic foot, the ship would have a gross lift of about 150 tons. It carries 10,000 gallons of oil fuel, or about 37 tons; the weight of its water in tanks and ballast bags is estimated at 15 tons; gas and oil for its five starting engines would amount to around another 500 pounds. To this must be added the weight of the ship and its fittings, its fifty passengers and crew, its five driving engines and five starting engines.

The gross weight of the *Do.X* is about fifty-six tons, altho the total weight lifted on its most recent test was 58 tons 480 pounds. It carries 2 tons 1,200 pounds of benzine, and 1 ton 1,300 pounds of oil for its twelve engines. Its 100 passengers, reckoned with their baggage at 130 pounds each, would weigh six and one-half tons. Its 169 passengers, at this rate, weighed nearly eleven tons.

Both ship and boat are luxuriously fitted with berths in staterooms, dining-room, smoking-room, kitchen, etc. The *R-101* carries 50 passengers; the *Do.X* about 75, or 100 if sleeping accommodations are not to be used. There is much more freedom of room in the airship than in the flying-boat, but as against this passengers would be in the air for a relatively shorter time in the boat than they would be in the ship.

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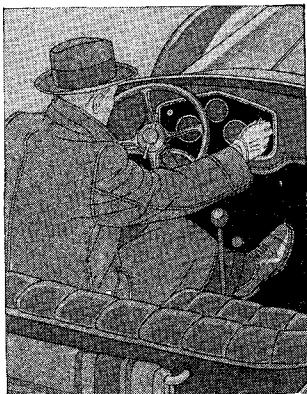
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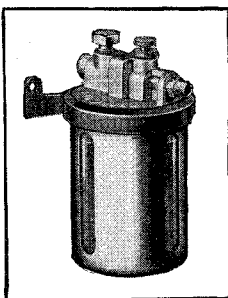
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INVESTMENTS ▾ AND ▾ FINANCE

GENERAL MOTORS' RADIO LEAP

ONE of the most ambitious undertakings in the modern phase of the radio business is the entrance of General Motors into the radio field in a "large way," to quote a phrase used in the announcement. Newspaper writers remind us that this further diversifies the activities of the General Motors Corporation, which has already expanded from automobile manufacturing and distributing into electric refrigeration, electrical equipment manufacturing, aviation, and other fields. The new partnership, as the *New York Times* notes, involves companies having total assets of about \$2,000,000,000. In the new General Motors Radio Corporation, General Motors will have a 51 per cent. stock interest, and will put up \$5,100,000 cash; the remaining 49 per cent. interest will be held, and \$4,900,000 will be supplied by Radio Corporation of America, General Electric, and Westinghouse Electric. A joint statement issued by the organizers makes this explanation:

Not only do we believe that there is a great opportunity for the development of the radio business as an adjunct to the automobile, but the radio field in general is one that is closely related to the automobile and the electric appliance business in which the General Motors is engaged.

Pointing out that General Motors will manage the enterprise, President Alfred P. Sloan, Jr., of General Motors reminds us that:

New Cadillac and La Salle cars have been designed for radio installation, and thousands of installations have already been contracted for by dealers. As quickly as possible the same facilities will be available for other makes of General Motors cars.

The full scope of the new corporation's activities has not yet been made clear, several financial writers point out, and certain radio interests have attacked the combination as a violation of the Sherman law. The fact that the associates of General Motors will "grant licenses under all their patents covering radio sound and picture-receiving and reproducing sets for use in homes and automotive vehicles," impresses the *Chicago Journal of Commerce* as indicating an extremely broad possible range of activity, but at present the only definite published program has to do with "installing radio sets in automobiles." Whereupon the *Chicago* daily comments:

The automobile industry has far surpassed any other industry in the promotion of sales by substituting new designs for old, and adding an unceasing stream of improvements. Probably nine out of ten cars that are turned in by the first owner are still excellent instruments of trans-

portation; many, indeed, are as good as new. But the automobile industry constantly offers something better. The balloon tire scrapped millions of cars; so did the self-starter; so did the closed body; so did the four-wheel brakes. Each of these innovations in turn produced an immense new market. In lesser degree a multitude of other improvements have been doing the same thing every month. The latest important innovations have been the replacement of three forward speeds with four, and the installation of the power unit in front instead of in back. Now comes the built-in radio set.

Here we have a reach for another new market of incalculable magnitude. Doubtless Mr. Sloan and his associates have already considered how to overcome the main obstacle that immediately arises. This is that the noise of a multitude of radio sets on a city street or a highway may be distinctly objectionable. The technicians of the new radio corporation are probably considering means of limiting the noise without curtailing the usefulness of the set.

Not only does General Motors intend to "become in the radio industry what it already is in the automobile industry," but, writes B. C. Forbes in his *New York American* column, "General Motors has adopted a fixt policy of entering every new industry which appeals to it." In other words—

General Motors is rapidly becoming in reality an investment trust; only what it is acquiring is diversified new industries; not merely shares in enterprises not controlled by it.

This policy of expansion and diversification is only in its infancy.

General Motors' plans are not confined to motor companies and accessories, but are extremely elastic.

Unknown to the public, General Motors is making a fortune out of ethyl gas.

General Motors' aviation operations and ramifications are being greatly broadened. Bendix has branched out. Fokker is loaded up with orders, and substantial profits are counted upon from aircraft activities from now on.

The Dornier Corporation of America has been incorporated to manufacture flying-boats under the design and the patents of Dornier, the German organization which launched a ship which carried 169 souls. This move is characteristic of what those behind General Motors have in mind in the way of spreading out.

Television is another novel field in which General Motors means to become a leading factor. Its view is that television will make strides equaling those already made by radio.

Frigidaire, the General Motors adjunct supplying domestic refrigeration, is having the best year in its history. It is proving a very valuable money-maker.

General Motors already ranks as fourth largest electrical enterprise in the United States—with its Delco Light and a hundred and one other products embodying electricity.

BONDS to meet diversified investment needs



Recent events in the speculative markets have thrown out in striking relief the dependable investment qualities of high grade bonds. As the backbone of an investment structure, bonds, as always, are the first choice of the true investor.

The recent up-turn in bond prices has not progressed so far but that yields from sound bonds are still relatively high. Alert and experienced investors are taking advantage of the present situation to obtain an attractive rate of investment income.

The issues listed below are examples of the values available in the current bond market. Our complete list affords even greater variety from which to select bonds to fit your needs, whether for a large and diversified account or for a single investment.

NOW at attractive yields

INDUSTRIAL	Approx. Yield	UTILITY	Approx. Yield	MUNICIPAL	Approx. Yield
The Texas Corp. 5s, 1944 . . .	5.00%	West Penn Power Co. 5s, 1956 . .	4.83%	Aurora, Ill., 4½s, 1946	4.40%
Galveston Wharf Co. 5½s, 1954 .	5.50%	Commonwealth Edison Co.		Akron, Ohio, 5¼s, 1944	4.50%
Chicago Daily News, Inc. 6s, 1936 .	6.00%	(Chicago) 4½s, 1956	4.85%	West Allis, Wis., 4½s, 1942-49 .	4.50%
Peabody Coal Co. 5s, 1953	6.08%	Central Illinois Pub. Serv. Co.		Chicago South Park Dist.	
The Cudahy Packing Co. 5½s, 1937	6.26%	5s, 1968	5.12%	4s, 1940-44	4.50%
Canadian Int. Paper Co. 6s, 1949 .	6.45%	Northern Indiana Pub. Ser. Co.		Irving Park District, Chicago	
The Butterick Pub. Co. 6½s, 1936	6.50%	5s, 1969	5.18%	5s, 1934-45	4.55-4.50%
Hearst Magazines, Inc.		Interstate Pub. Serv. Co. 5s, 1956	5.20%	Fort Worth, Texas, 5s, 1962 . .	4.60%
6s, 1931-38	7.00-6.50%	Central Vermont Pub. Serv. Corp.		Little Rock, Ark., 5s, 1933-59	4.85-4.60%
Fox Film Corp. 6s, 1930	7.12%	5s, 1959	5.25%	Cuyahoga County, Ohio (Cleveland)	
Minnesota & Ontario Paper Co.		Public Serv. Co. of North. Ill.		5¼s, 1936	4.65%
6s, 1950	7.20%	5½s, 1962	5.25%	Louisiana, State of, 5s, 1938 . .	4.70%
Empire Oil & Ref. Co. 5½s, 1942 .	7.35%	Lexington Water Power Co. 5s, 1968	5.40%	Arkansas, State of, 5s, 1948-60 .	4.75%
		Gatineau Power Co. 5s, 1956 . .	5.50%	City of Chicago, 6s, 1930	5.37%
		West Texas Utilities Co. 5s, 1957	5.50%	Dallas, Texas, City & County of,	
		St. Joseph (Mo.) Water Co. 5s, 1941	5.53%	5½s, 1934-58	5.75%
		Monongahela West Penn Pub.			
		Ser. Co. 5½s, 1953	5.54%		
		Public Service Co. of Col. 6s, 1946	6.05%		
		Florida Power Corp. 5½s, 1979 .	6.23%		
		Chicago, North Shore & Milw.			
		R. R. Co. 5s, 1936	6.50%		
		Cities Service Gas Co. 5½s, 1942	7.45%		

Circulars descriptive of any of these issues, together with our complete list of offerings, will be sent on request

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INVESTMENTS AND FINANCE Continued

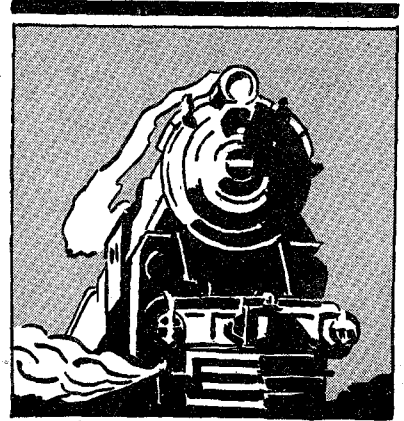
OUR NEW EXPORT LEADERS

THE reign of "King Cotton" may be approaching its end, or it may be that the throne will be jointly occupied. For many years cotton has maintained undisputed leadership in point of value among exports from the United States, we are reminded by the Alexander Hamilton Institute's *Business Conditions Weekly*, which then proceeds to point out that this year two other classes of export are challenging that leadership. In fact, we are told, for the first seven months of 1929, exports in these two classes actually exceeded the value of the cotton exports; "they are automobiles and machinery, and their position has been reached not entirely because of a decrease in the value of cotton exports this year, but also by reason of their own marked increase." For the first seven months of this year we exported unmanufactured cotton worth \$344,187,000 as against \$409,756,000 worth of cotton for the same period of last year. The total value of automobiles exported in the first seven months of 1928 was \$316,223,000, while the value for the first seven months of 1929 was \$417,081,000. Thus the value of automobile exports has not only made a big jump over last year, but was actually larger, for the period under consideration, than the big cotton figure for 1928. Under the classification for machinery is included electrical, industrial, printing, and agricultural machinery. Here again was a big jump between the two years, the machinery exports for the first seven months of 1928 being worth \$258,981,000, while reaching the figure of \$349,961,000 for the 1929 period. The writer for the Institute finds it interesting to note that besides this shift in the relative value of our leading exports, the "exports of automobiles and machinery are opening up new fields of exports":

Canada, of course, continues to be the largest purchaser of automobiles from the United States, the value of such purchases for the first seven months of this year reaching \$27,000,000, an increase over the same period of last year of approximately \$3,000,000.

The interesting new fields for American automobiles, from their rising importance as customers, are Argentina and Australia. The first seven months of this year Argentina purchased from the United States \$18,000,000 worth of automobiles of the passenger type, and was the largest purchaser of trucks, buying such vehicles to the value of \$8,729,000. Australia was third in total value of automobiles with purchases to the amount of \$13,000,000, and was second as a customer of the United States for trucks with purchases to the total value of \$7,238,000. Brazil also purchased more trucks than Canada, with a total value of \$6,164,627 compared with the total purchased by Canada amounting in value to \$6,000,000.

In exports of machinery, industrial ma-



37

railroad lines
terminate in

METROPOLITAN CHICAGO

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Money

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FUNK & WAGNALLS COMPANY, 354 Fourth Avenue, New York

chinery led all other classes both in total value of exports and in increases over last year. The total value of exports for the seven months reached \$163,872,038, an increase over the same period last year of approximately \$35,000,000.

Next in importance was agricultural machinery, the total value of the exports of which reached for the period, \$86,791,333 compared with \$68,000,000 for the same period last year. Exports of electrical machinery for the period had a total value of over \$66,000,000, an increase over the same period last year of nearly \$15,000,000, giving this class third place in importance among machinery exports.

The largest purchasers of agricultural machinery from the United States with the exception of Canada, by far the best customer in that respect, were Argentina, Soviet Russia, British and French South Africa, and Australia.

It would appear that the manufactured products of the United States have, for the time being at least, surpassed cotton exports in point of value, and that they are opening up new rich fields for such exports in countries outside of Europe.

A WALL STREET DECLARATION OF INDEPENDENCE

THE suggestion that has appeared in some newspapers from time to time linking Wall Street with the high-tariff propaganda rouses *The Wall Street Journal* to an emphatic declaration that Wall Street has no favors to ask of Washington, and has no demands to make of politicians—indeed, that it wants to have nothing to do with either politicians or politics. In the first place, we are told, "Wall Street is tepid about the tariff and knows, like Senator Smoot, that the United States Steel Corporation, to name only one of a dozen prosperous industrial concerns, needs no tariff protection." Then comes the declaration that:

There is one point, and only one, upon which Wall Street will fight at the drop of the hat. The financial center of the richest country in the world stands for sound money, first, last, and all the time. Wall Street does not apologize, or need to, but it sometimes explains. The less it has to do with politics, the better it is pleased.

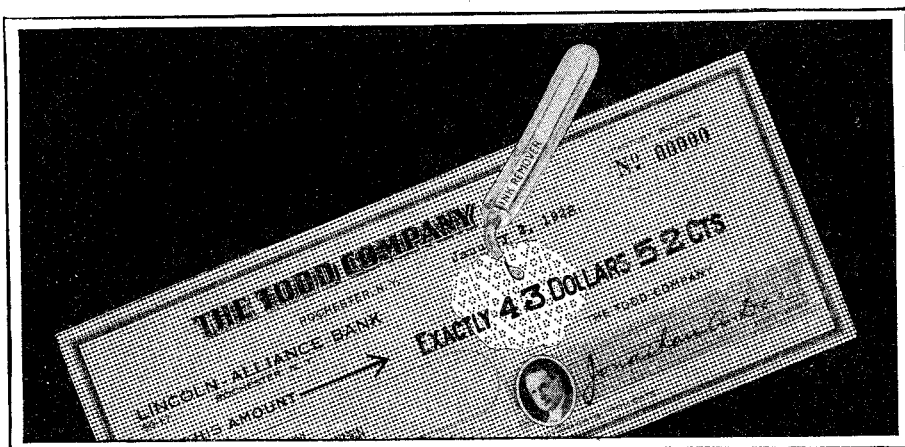
Good-will is often a precious asset, but, according to *The Wall Street Journal*, "the good-will of Congress, or of State politicians, is something upon which Wall Street always looks with a suspicious eye":

Franchises from legislatures usually have a string to them; tariff favors can be withdrawn, as for instance that conceded in 1922 to the manganese ore industry. Even post-office favors are no permanent asset where a payment for carrying the mail is multiplied to facilitate the devious ship-subsidy policy of Congress, which policy can be changed next year.

It is historically true that it cost the financial center many years to learn these lessons. An industrial or even a railroad structure built upon Congressional favor or a State legislature concession, is a house built on the shifting sands. It has often happened that its assumed political asset is a deadly liability. Even our regulatory commissions, stupid as they often seem, are better than the interested attentions of the opportunist politician.

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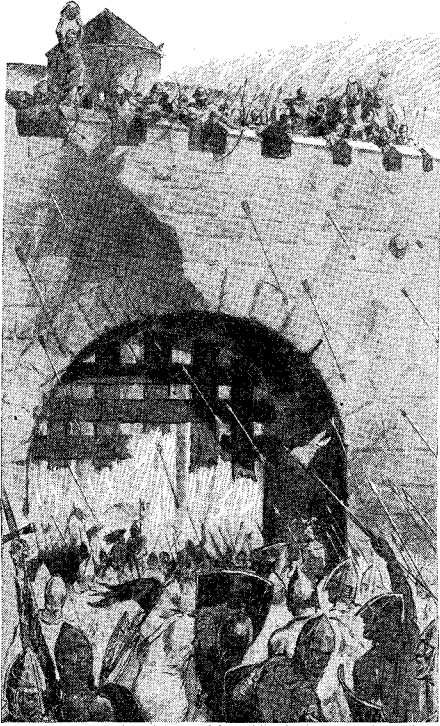
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INVESTMENTS AND FINANCE *Continued*

GAIN AND LOSS IN PAYING BY CHECK

THE fact that people are carrying more money in the bank and less in their pockets is something banking authorities naturally approve, hail as an index of abounding prosperity, and credit with checking robberies. Yet forgery and raising of bank checks furnish a fly in the ointment by running up yearly losses over the \$200,000,000 mark. Concerning the increasing use of checks one of J. C. Royle's Consolidated Press dispatches tells us:

Opening of bank accounts has become an almost universal practise, which has been given stimulus by the policy of paying employees by check. For a long time there was strong opposition to this from labor leaders and working men and women, but this opposition seems to be passing. Workers are sufficiently prosperous to open bank accounts, and are paid and do their own paying by check.

The trend is shown unmistakably in the announcement of the Post-office Department that postal employees in more than 100 offices throughout the country hereafter will be paid by check. The Department believes this policy will facilitate the handling of such payments and reduce the cost of the accounting involved. In the other government departments in Washington, the employees can be paid by check or in cash, as they elect. A little more than 50 per cent. take cash, but the percentage is gradually declining.

Less difficulties and danger in handling large sums of pay-roll cash and more safety for employees are gains from the check system, we read:

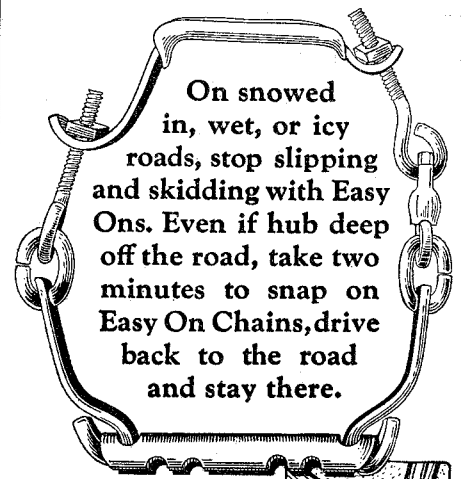
Pay-roll robberies undoubtedly have been decreased by reason of the check method of payment, and employees have been given an added protection against thugs and highwaymen. The main disadvantage of the system formerly was that many workers had to cash their checks at stores where they either had to make a purchase or receive a discount. Opening of their own bank accounts has decreased this disadvantage materially.

Employers say the check method eliminates the temptation to petty thefts in the offices and obviates disputes as to the amount actually received by the employee. One factor not overlooked is that it keeps the worker from being bothered with requests for loans from fellow employees, often hard to refuse with the cash in hand.

But forgery is increasing, this correspondent learns from P. W. Irving, Brooklyn Security Company executive, who asserts that more than \$200,000,000 is lost annually in this country through forged and raised checks.

Like the safe blowers, who still seem able to cope with ingenious modern safety devices, the forger seems to have kept full pace with the development of mechanical devices to defeat him.

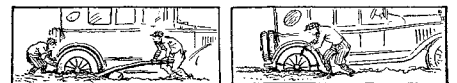
The loss from this cause, however, is far outbalanced by the saving resulting from checking accounts and the carrying of smaller sums in the pockets, which may be readily lost or stolen.



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from contagion and infection **25c.**

AT ALL DRUGGISTS

CURRENT EVENTS

FOREIGN

October 30.—Premier G. Howard Ferguson of the Province of Ontario, Canada, whose Conservative Government was returned to power in 1926 on a platform providing for government control and sale of liquor, is reelected for another term, with a substantial working majority.

Edouard Daladier, President of the French Radical Socialist party, abandons his efforts to form a Cabinet, and President Doumergue calls Etienne Clementel, Radical Socialist Senator, to take up the task.

October 31.—The Province of Nova Scotia, Canada, votes by a large majority for government-controlled sales of liquor, thus ending its system of limiting liquor sales to licensed venders under the prescriptions of physicians.

Senator Clementel fails to form a Cabinet, and President Doumergue invites André Tardieu, French High Commissioner to the United States during the closing years of the World War, to attempt the task.

The Bank of England reduces its discount rate from $6\frac{1}{2}$ per cent. to 6 per cent.

November 2.—André Tardieu presents the list of his Cabinet to President Doumergue. Aristide Briand is retained as Foreign Minister, and André Maginot takes the post of Minister of War in place of Paul Painlevé.

The anniversary of the Balfour Declaration is observed by the Arab population of Palestine with a general strike and as a day of mourning.

November 3.—The Kuominchun, or "People's Army", is reported to have won a decisive victory over Chinese Nationalist troops along the north-west border of the Provinces of Hupeh and Honan, near Laohokow.

November 4.—It is officially admitted that the whole of the Fifth Division of the Chinese Nationalist Army has mutinied and joined the Kuominchun.

November 5.—The British House of Commons approves by acclamation resumption of diplomatic relations with Soviet Russia.

DOMESTIC

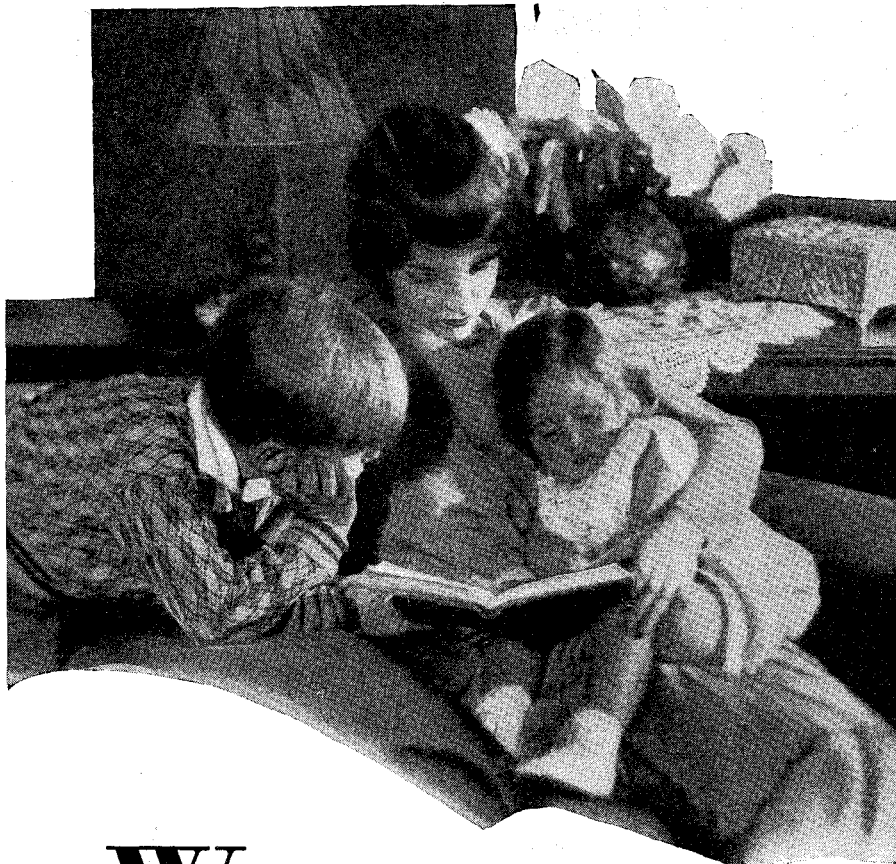
October 29.—Otto H. Kahn, New York banker and internationally known financier, declines the post of treasurer of the Republican Senatorial Campaign Committee because of the "divided reception" which the announcement of his designation to that post had met.

The New York stock market experiences the most disastrous day in its history, it being estimated that 880 issues on the New York Stock Exchange lost between \$8,000,000,000 and \$9,000,000,000.

Dr. Julius Klein, Assistant Secretary of Commerce, states that the normal purchasing power of the country has not been appreciably impaired by the collapse on the stock exchanges and that, regardless of speculative uncertainty, the industrial and commercial structure of the nation continues sound.

Dr. John Roach Straton, pastor of the Calvary Baptist Church of New York, and nationally known Fundamentalist leader, dies in a sanitarium at Clifton Springs, New York. He was fifty-four.

October 30.—Mme. Marie Curie, of France, co-discoverer of radium, receives from President Hoover \$50,000



When a man FORGETS to think of those who think of him!

MOST men don't neglect this important matter purposely. They forget. They procrastinate. They forever put off until tomorrow a task that should be done today. And there's always just one tomorrow that never comes!

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with *your* vision and with the help of a Provident Mutual representative.

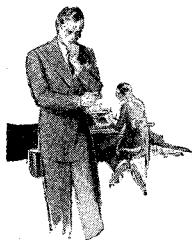
"When a man forgets to think of those who think of him"—that phrase crystallizes one of the tragedies of present-day living. In the days that lie ahead with their mysteries, their unforeseen happenings, their uncertainties, this little matter of **FORGETTING** may be fatal.

Why not take the first step toward adequate insurance protection just by mailing the coupon at the bottom of this advertisement?

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LOW RATES—LOW COST



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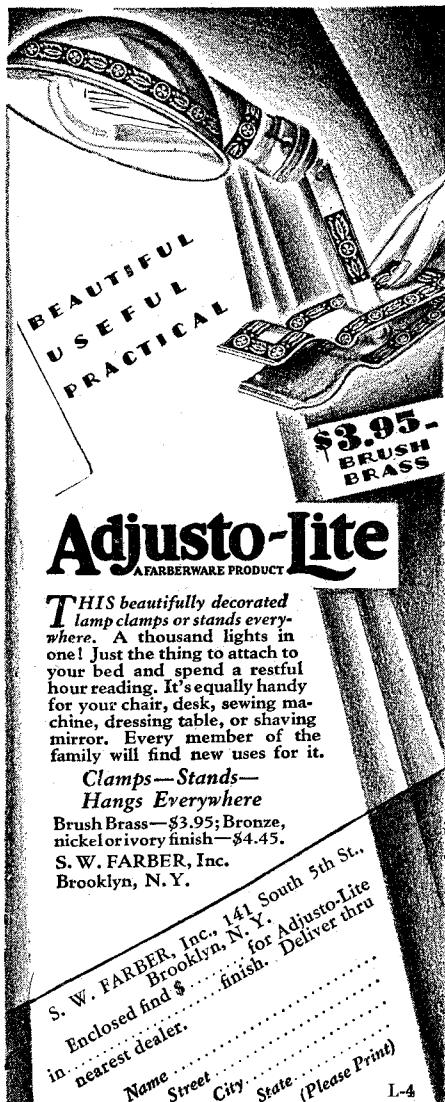
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Month Day Year

My name is _____

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THIS beautifully decorated lamp clamps or stands everywhere. A thousand lights in one! Just the thing to attach to your bed and spend a restful hour reading. It's equally handy for your chair, desk, sewing machine, dressing table, or shaving mirror. Every member of the family will find new uses for it.

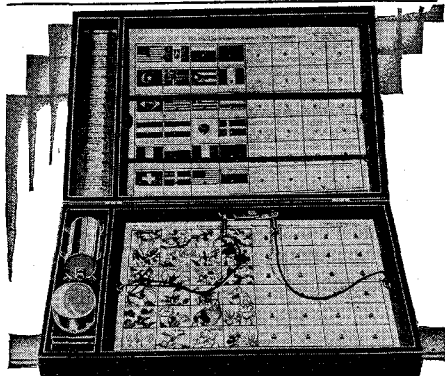
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Hangs Everywhere**

Brush Brass—\$3.95; Bronze, nickel or ivory finish—\$4.45.
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Brooklyn, N. Y.

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Enclosed find \$..... for Adjusto-Lite in..... finish. Deliver thru nearest dealer.

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Give any child a Knapp Electric Questioner—the chances are that you will not be able to take it away from him for two hours. And the absorbing interest in the Questioner lasts for months and years. You can keep it up to date indefinitely.

The mysterious buzzing answer thrills and puzzles, indelibly impressing the correct answer on their minds. Operates from a flash light battery (furnished). The perfect Christmas gift.

If your dealer is sold out, send us \$3.50 (\$3.75 Denver and West) and we will send the Questioner postpaid. Satisfaction guaranteed or money refunded. Ask for circular No. 17.

KNAPP ELECTRIC, INC.
ESTABLISHED 1891

Division of P. R. Mallory & Co., Inc.
Indianapolis, Ind.

**KNAPP ELECTRIC
QUESTIONER**

CURRENT EVENTS Continued

to purchase a gram of the precious mineral, as a gift to her from her American friends and admirers.

October 31.—President Hoover issues a statement urging the Senate to pass the tariff bill and send it to conference with the House within the next two weeks.

The Federal Reserve Bank of New York reduces its rediscount rate from 6 per cent. to 5 per cent.

November 1.—Albert B. Fall, Secretary of the Interior under President Harding, is sentenced to one year in prison and to pay a fine of \$100,000, following his conviction on the charge of receiving a bribe of \$100,000 from Edward L. Doheny, oil operator.

The Land of the Soviets, a bimotored metal monoplane which had carried four Russian flyers 12,500 miles on a devious sky-path from Moscow, arrives at the Curtiss airport at Valley Stream, Long Island.

G. Aaron Youngquist, Attorney-General of Minnesota, and an expert on tax laws, is nominated by President Hoover to succeed Mrs. Mabel Walker Willebrandt as Assistant Attorney-General in charge of Prohibition and taxation enforcement.

November 2.—John van Antwerp MacMurray resigns as Minister to China. He will take a chair at Johns Hopkins University.

Jeff D. Harris, an "unofficial" dry raider, is found guilty of killing Oscar Lowery, a farmer, during a Prohibition raid at Tecumseh, Oklahoma, July 4. The sentence will be pronounced November 12.

The failure of the W. J. Foshay Company, a \$20,000,000 organization holding public utility, industrial, banking, and real-estate properties, with headquarters in Minneapolis, is reported.

November 3.—The Italian Ambassador, Nobile Giacomo di Martino, announces that Italians who reside in the United States, whether naturalized or not, will no longer be impressed into Italian military service in time of peace, when they visit Italy.

November 4.—The Senate adopts, 54 to 22, a resolution condemning Senator Hiram Bingham's employment of Charles L. Eyanson, an official of the Connecticut Manufacturers' Association, on the official rolls of the Senate as his tariff adviser.

Sixteen persons are ordered arrested in Gastonia, North Carolina, on bench warrants issued by Judge P. A. McElroy, appointed by the Governor to inquire into the killing of Ella May Wiggins during an anti-Communist demonstration September 14.

November 5.—James J. Walker is re-elected Mayor of New York by a large plurality. John Garland Pollard, Democratic nominee, is elected Governor of Virginia over William Moseley Brown, nominee of anti-Smith Democrats and Republicans.

Erick Hendrick Louw presents to President Hoover his credentials as Minister of the Union of South Africa.

Referring to a dinner given to a number of Senators three years ago, at which he said liquor was served, Senator Smith W. Brookhart, of Iowa, admonishes his colleagues "to get out of these booze parties."



**THIS
new VALVE
STOPS
RADIATOR
STATIC**

THAT pounding, sizzling, spitting, leaking—"radiator static," can be eliminated by installing these REMARKABLE NEW DOLE VACUUM VALVES No. 2-B on your steam radiators. Then you will enjoy silent operation and abundant heat. Your comfort will be increased, your fuel bill definitely reduced.

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Unique triple-action construction. A new application of principles. A new design. Good looking with modern non-tarnishable chromium plated finish.

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The new Dole Vacuum Valves are automatic and foolproof. With them your radiators heat quickly and HOLD THE HEAT long after your fire is banked. That means more heat from less fuel, fewer firings, constant comfort, 70 degrees in zero weather. Each valve is fully tested and guaranteed; they will help you go through MANY winters free from radiator trouble day or night. See your heating contractor now. Have him install these ECONOMICAL valves before cold weather sets in. Write for free booklet. Send us the name of your heating contractor.

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Manufacturers of Dole Siphon Air Valves (No. 1)—Also Dole automotive products adapted as standard equipment by leading manufacturers.

**Dole Vacuum
Valve No. 2-B**

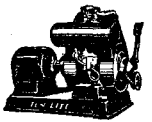
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**PUSSY WILLOW'S
NAUGHTY KITTENS**

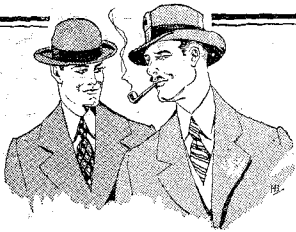
BY LILLIAN E. YOUNG

There is nothing like it anywhere. Has doors which actually open. Illustrated and written by a real mother who is a skilled writer and talented artist. It is a book that any parent may choose for a child, a book that friends and relatives may present to the little folk on any gift occasion with the definite assurance of its being a novel and unusually fascinating gift.

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"I Never Knew There Was Such a Sole!"...

"TOM, the soles on these shoes are the finest I ever wore. They never slip, and are really comfortable. They seem to wear forever!"

"What do you call them?"

"GRO-CORD non-skid Soles and Heels. They are made of tire cords fused on end in live rubber. Our whole family wears them. There's nothing like GRO-CORDS for kiddies."

"Where do you get these soles?"

The next time you buy shoes just tell your dealer you want a pair with GRO-CORD Soles and Heels. Leading manufacturers put them on dress, sport and work shoes. Just ask for

GRO-CORD
NON-SKID
SOLES and HEELS

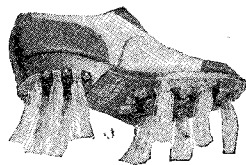
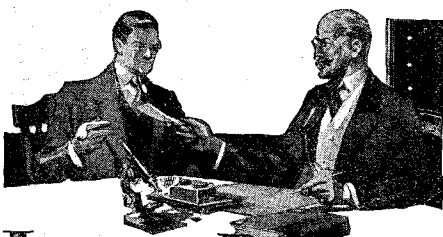


Illustration shows tire cords fused on end in GRO-CORD Soles and Heels. Notice how cords are embedded in sole.

LIMA CORD SOLE & HEEL CO.
Lima, Ohio



TRAVEL FOR "UNCLE SAM"
\$158 to \$225 month. Railway Postal Clerks, Mail Carriers, Clerks, Many coming examinations. Write immediately for free 32-page book with list of U.S. Government positions open.
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JET BLACK—NEVER FADES—PROOF AGAINST CHEMICALS
For Steel Pens & Fountain Pens

THE SPICE OF LIFE

Be a White-Haired Boy.—The best method of fire prevention is to do your work satisfactorily.—*Boston Transcript.*

Up and Up.—"Is their house up-to-date?"

"Oh, yes, and up for auction."—*Philadelphia Evening Bulletin.*

Knows Her Catalog.—"You can get anything at a mail-order house," remarked the lady next door.

"Everything, alack! but a male," sighed the old maid.—*Cincinnati Enquirer.*

Revised Version. — SONNY — "Must I sleep in the dark?"

MOTHER—"Yes."

"Oh, then, let me say my prayers over again—more carefully."—*Detroit News.*

Female Sherlock Holmes.—Servant Girl—"Madam, master lies unconscious in the hall, with a piece of paper in his hand and a large box alongside."

Mme. X. (joyously)—"Oh, my new hat has arrived."—*Border Cities Star.*

Dame Nature, Traffic Cop.—

When leaves turn brilliant hues, I think They should hang on all winter, then, When comes the spring, like traffic lights, They could turn back to green again.

—*Cincinnati Enquirer.*

Chilly Treatment.—FACETIOUS ONE—"Why so gloomy, old chap?"

GLOOMY ONE—"Just heard my uncle has cut me out of his will. He's altered it five times in the last two years."

"Ha! Evidently a fresh-heir fiend."—*Muskogee Phoenix.*

Cue for Applause.—SALESMAN (showing customer some sports stockings)—"Just the thing for you. Worth double the money. Latest pattern, fast colors, holeproof, won't shrink, and it's a good yarn."

CUSTOMER (politely)—"Very well told, too."—*Wall Street Journal.*

No Stand-Patters?—The first thing we read this morning was the comment of a noted educator who said there are two kinds of colleges in America.

Undoubtedly there are—those that wish they had fired the coach last fall, and those that wish they hadn't.—*Camden, (N. J.) Morning Post.*

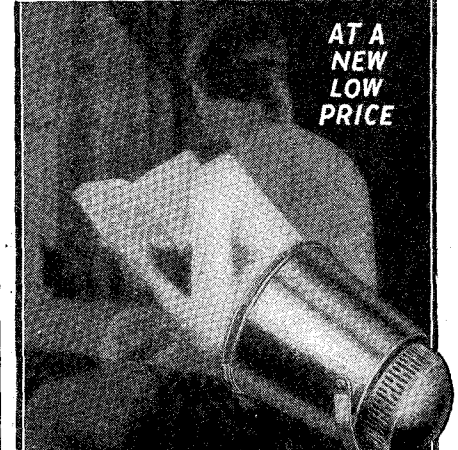
Touching Tale.—

She touches up her hair,
She touches up her face,
She touches up her eyebrows,
Her folderols and lace;

She touches up her thumbnails,
Her fingers, one two three;
She touches up her dimples—
And then she touches me!—*Life.*

Never Mind the Ear-Muffs.—It was necessary for taxation purposes to decide which side of the Canadian and United States border a farm, which an old lady had just purchased, actually lay. Surveyors finally announced that the farm was just on the American side of the border. The old lady smiled with relief. "I'm so glad to know that," she said. "I've heard that winters in Canada are terribly severe."—*Philadelphia Star.*

Now An Ultra Violet Lamp That Gives Double Radiation



AT A
NEW
LOW
PRICE

Don't Be Nervous... Tired... Rundown

Build Splendid Health With Ultra-Violet Sunshine!

NOW a new way has been found to increase your health and vitality—overcome nervousness and chronic fatigue—build resistance against colds, flu, grippe, and winter ailments. Science has now discovered that regular treatments with ultra-violet sunshine all winter long will give you marvelous new energy, a keener mind, improved appearance, and a glowing tanned skin. Invaluable for babies and children—builds better teeth and bones. Sufferers from many ailments report favorable results when used under a physician's guidance. And now the world's foremost builders of physical therapy equipment for physicians have produced an amazing new ultra-violet lamp which gives double radiation—four large carbons radiating at once.

Priced unbelievably low—yet it is equal in efficiency to any carbon arc lamp operating from a home lighting circuit—regardless of price. Produces genuine ultra-violet and infra-red rays. Uses no bulbs—a carbon-arc lamp with twin arcs—four large carbons.

Use 10 Days Without Charge!

Here is a most amazing offer. We now invite you to use this extraordinary new twin-arc lamp in your own home for ten days—without charge or obligation! Mail coupon below for details of this remarkable offer. We also will send you our special FREE booklet which tells why you need ultra-violet.

DEALERS: This nationally advertised, high quality twin-arc lamp at its startling low price is the selling sensation of the year. Write or wire for our special proposition to new dealers.

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NATIONAL HEALTH APPLIANCE CORP.
1676 N. Claremont Ave., Dept. P-200, Chicago, Ill.

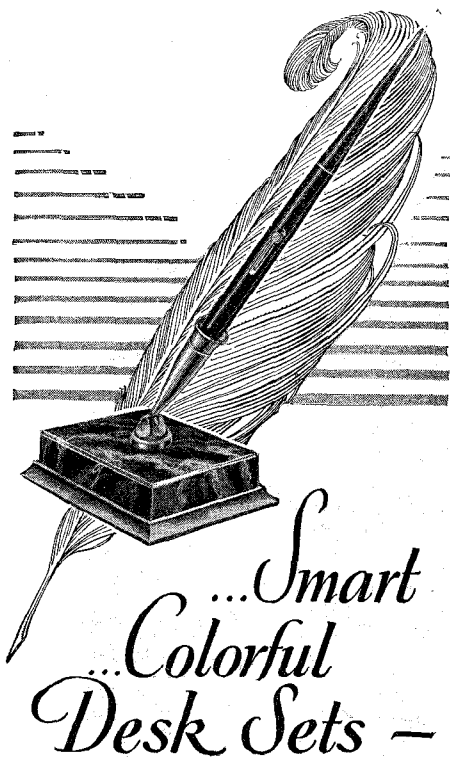
National Health Appliance Corp., Dept. P-200,
1676 N. Claremont Avenue, Chicago, Ill.

Please tell me how I can use the new Health Developer Lamp for ten days without charge. Also forward your interesting booklet.

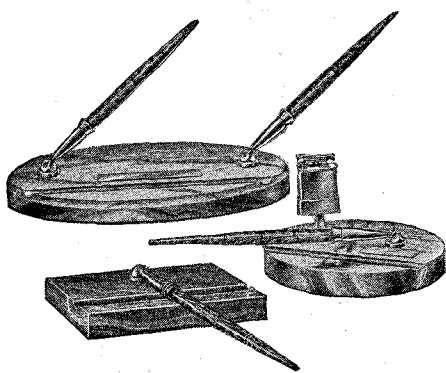
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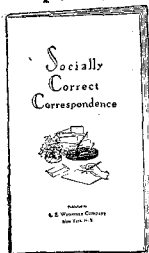
THE woman who is "chic" insists on a Waterman's Desk Set because she knows that the accoutrements of her personal secretaire—as well as her bearing and her toilet—are infallible indexes to her refinement. . . . Of superlative workmanship and rare beauty, Waterman's colorful Desk Sets are available in limitless variety. Bases are chiseled of exquisitely variegated black marble—or of white or green onyx—which contrasts charmingly with the green or yellow gold filled Gyro-Sheaths. . . . Waterman's Principle of Scientific Pen Point Selection makes it possible to select a point that exactly suits your writing style.



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THE SPICE OF LIFE Continued

SLIPS THAT PASS IN THE NIGHT

How're Your Teeth?—For Sale—100-year-old White English Leghorn Hens.—*De Queen (Ark.) Bee.*

Dolling Up the Man.—Gentleman's Wardrobe, including two overcoats, 2 new lamp-shades.—*Montana Standard.*

Feels Fine Now.—Want to exchange Restland Memorial lot for furniture, or car, or anything useful.—*Dallas News.*

Bull Raid in the Poultry Market.—Sixty-three men, manning two machine-guns and dozens of rifles, poured pullets at the windows.—*Lethbridge (Can.) Herald.*

Naughty Boy!—**GEORGE ADE FALLS, BREAKS ARM RUNNING FROM BATH.**
—*Memphis Commercial Appeal.*

Rudy Vallee's Rivals.—Singing of the 1930 assessment roll will be carried out this week at the City Hall by the City Court of Revision.—*Victoria (Can.) Daily Times.*

Bachelor Talk.—Words come easy to him—words that have a musical sway, words that come from an active mind, not marital words but those of peace.—*Washington Post.*

Big Boy.—Rev. and Mrs. Richard Loring (Helen Dexter) of Waban are receiving congratulations on the birth on October 23 of a son, Richard Loring, Jr.—*Concord (Mass.) Journal.*

Preserving Family Unity.— NOTICE

All dogs found on the U. S. G. farm not accompanied by their parents will be killed.—*Blue Rapids (Kan.) Times.*

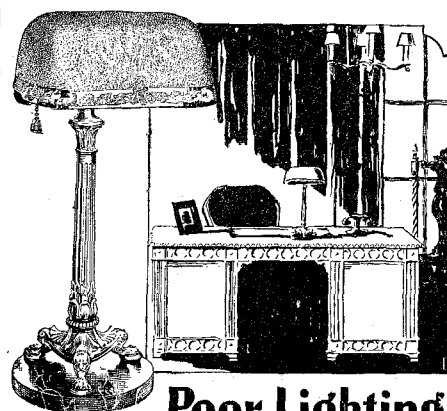
Athletic Ishbel.—At the second stop she posed for photographers, holding in her arms the year-old daughter of friends of her family, twins, 4 months of age, and triplets, 5 years.—*Los Angeles Times.*

Worth Framing.—The resolution which follows will be suitably engraved and presented to Early at some time in the near future.
mcSolutionsrETE TE TE TSH SH.—*New Haven Register.*

Tell It to Einstein.—There is in the ensemble of the Dartmouth football men a uniformity of physiques which catches the eye. In the program line-up there was not a man under 5 feet 8 or over 5 feet 1½.—*New York Herald Tribune.*

We'd Like to Meet Him.—Lady Sarah was a daughter of the seventh duke of Marlborough and was aunt of Windokjlrhurchill, former Chancellor of the Exchequer, who has been visiting in the United States.—*Richmond News-Leader.*

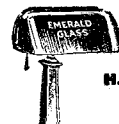
Nor Since, We're Sure.—It has been nearly twenty-five years since Lawrence had a Mayor who smoked. Mayor Selig never smokes, Ex-Mayor Geo. R. Gould never smokes, Dr. N. Simmons never smoked when living.—*Lawrence (Kan.) Journal-World.*



Poor Lighting Ages Eyes

YOUR oculist will tell you that thoughtless abuse—more than years—dims eye-sight. Day or night read and work only by *natural* light. Nature made green and daylight restful to eyes. That's why Emeraldite has a green glass shade and a special screen that changes ordinary electric light into soft, eye-saving daylight. Most home lamps are not suitable for reading. Emeraldite's natural glow is ideal for eyes. Booklet showing Emeraldites for Desk, Table, Bed or Floor use, free on request.

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